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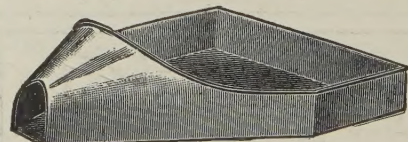
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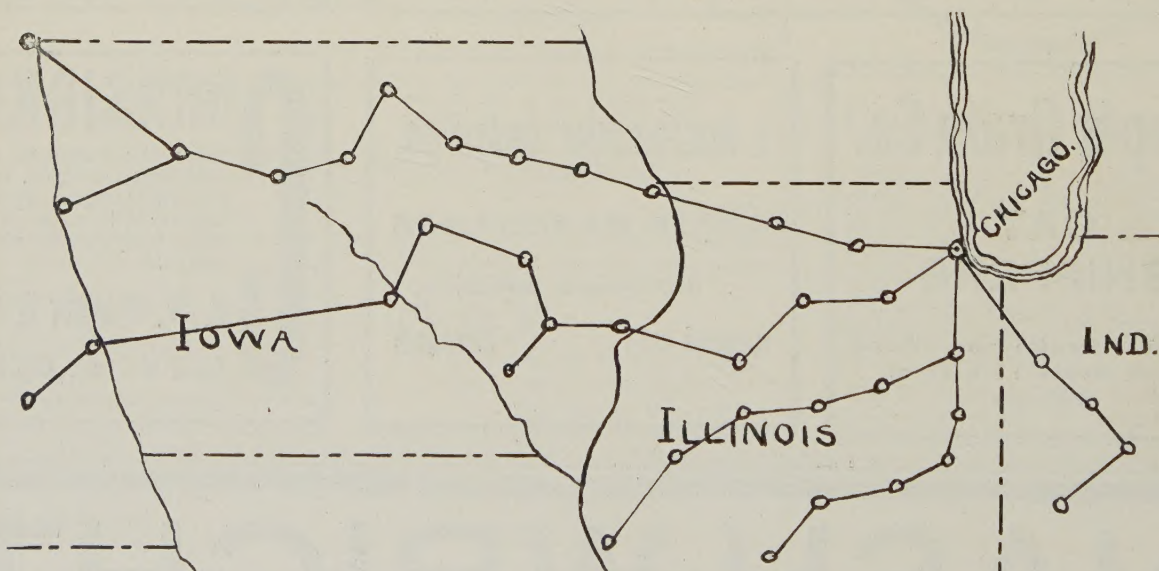
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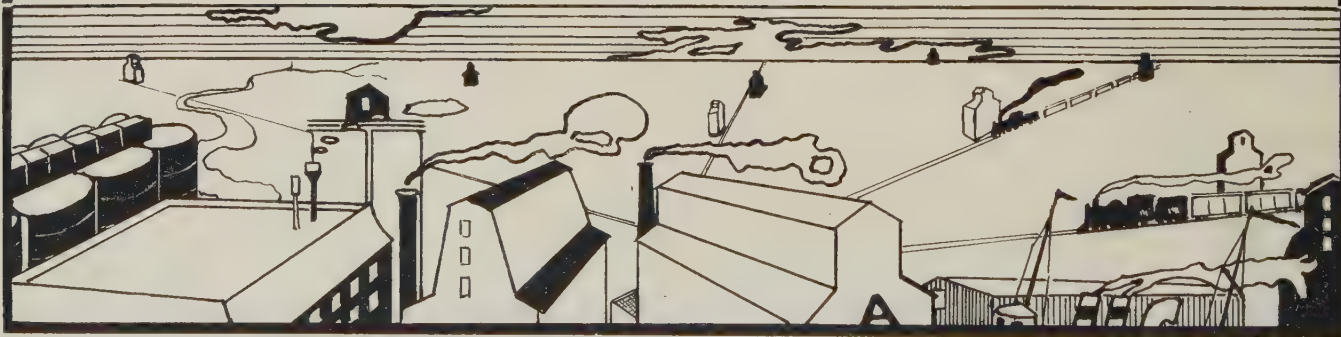
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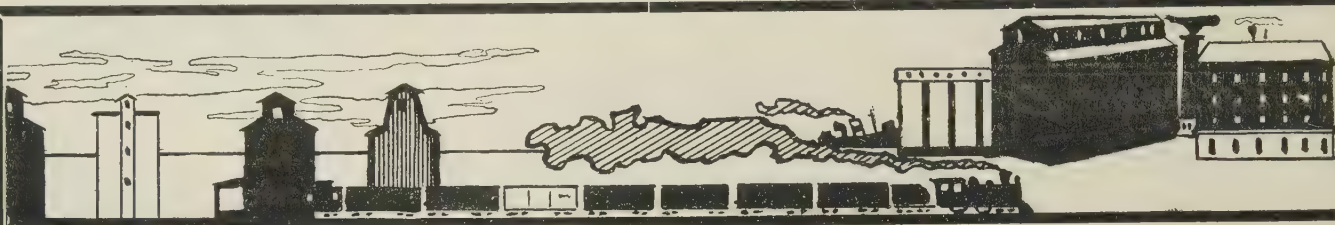
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445 North Street BALTIMORE, MD.

We have induced reliable advertisers to talk to you.
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Dealers in GRAIN, HAY, MILL FEED
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When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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CRAWFORDSVILLE . INDIANA

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FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY
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OAT FEEDS AND OAT MIDDINGS

We want to hear from shippers of
We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.
Correspond with us. Think it will pay you.
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Will handle your accounts on usual brokerage terms.
CENTRAL WEST VIRGINIA TERRITORY
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Our new mill now ready.

Ask for prices and samples of our famous

Absolutely Pure Buckwheat Flour.

We also manufacture highest grades of
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Grain, Hay, Millfeed, Flour

WHEN "SEEDY"

Try

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BARRY GRAIN CO., Inc.

ALBANY, N. Y.
GRAIN COMMISSION
Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer. We want new corn and oat offerings direct from country shippers.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

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In the heart of the Kansas turkey wheat and Kafir corn district.
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Your Orders Solicited Wichita, Kan.

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GASOLINE ENGINES AND
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WE WILL SAVE YOU
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**EVERYTHING
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ELEVATOR**

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LARGEST STOCK GRAIN ELEVATOR **LOWEST PRICES**
MACHINERY & SUPPLIES

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Cast Iron, Steel
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We make and sell
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BIN GATES OF ALL KINDS



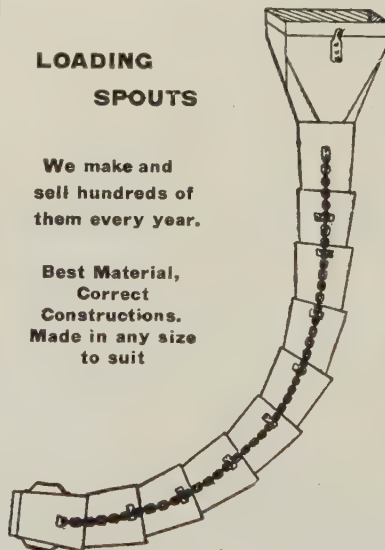
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Joints and all
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Work.

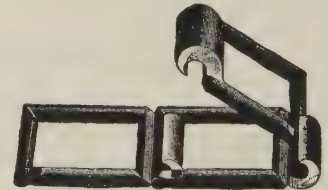
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We make and
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Best Material,
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Made in any size
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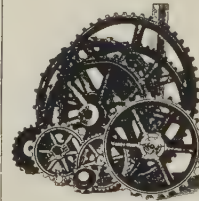


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All
Sizes



SPROCKET WHEELS

Plain, Split, or
with Clutches.



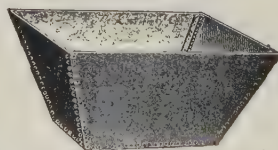
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CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



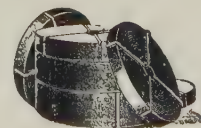
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All Kinds.



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and
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Belting



Our seamless Rubber Belting is the best for
elevator service and is guaranteed.



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Rawhide and
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Best Quality

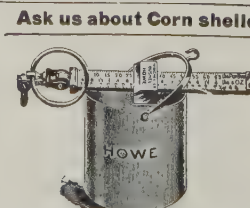
Ask for our Handy Net Price
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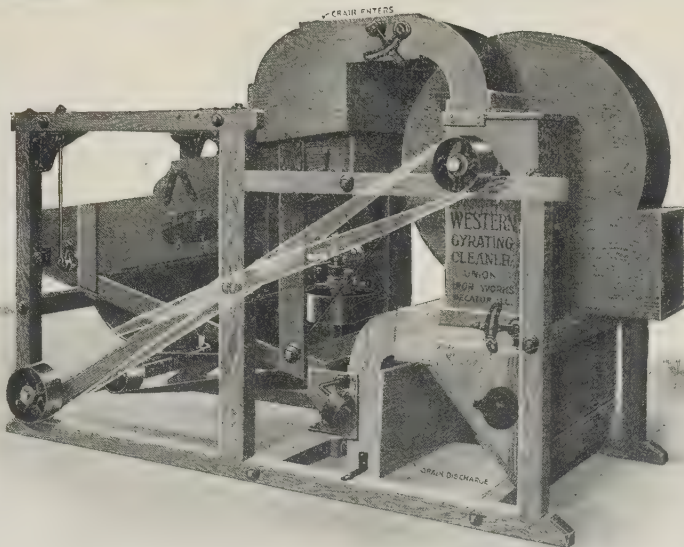
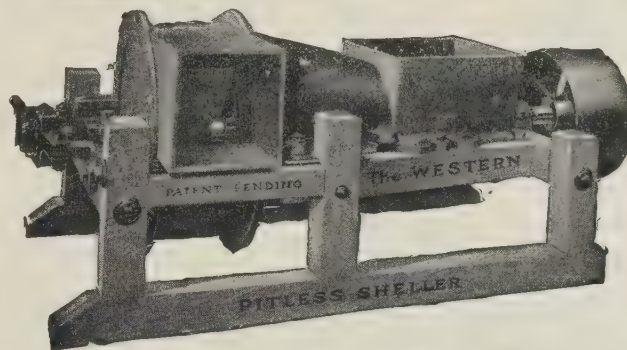
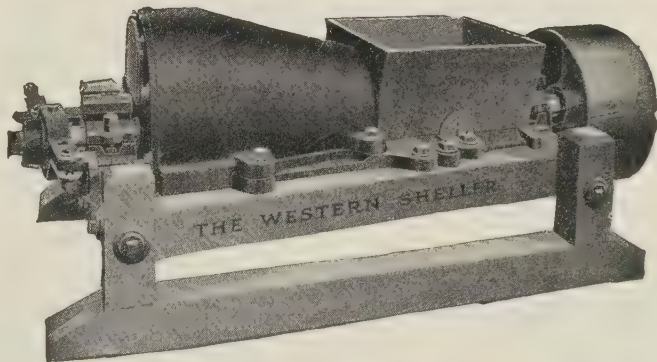


GRAIN TESTERS

Ask us about Corn shellers and cleaners.

Both the
HOWE and
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stock.

Are you
still playing
with toys?



Are you still playing with toys, or is your elevator a **real elevator**, equipped to handle the largest amount of grain rapidly at the smallest operation cost—elevator efficiency?

Is your elevator machinery of the largest capacity for the amount of space it consumes? Is it the most practical, efficient and up-to-date grain handling machinery?

If it is not, you are still playing with toys. You are conducting a grain business for pleasure and not for profit. We know this is not your purpose, yet you are paying for power, labor and time in employing toys—when with a less amount of energy and money you can use the largest profit-bringing elevator equipment—the

“Western” Line

All of the machinery of the “Western” Line is the utmost equipment for grain handling, elevating and conveying and power transmission any elevator operator can install for conducting a large and successful grain business. Largest shippers are invariably “Western” Line users—they know.

The Western Pitless Sheller

is the only fan discharge sheller on the market which **WILL NOT CRACK THE CORN**. No pit or tank necessary, discharges directly into elevator boot, right or left, under or over. Can be adjusted to all kinds and conditions of corn while running at full speed. 125 to 2,500 bushels per hour.

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cleans more and better than any cleaner on the market of equal capacity, better separation, better control, less vibration, greater durability, and the least expensive and most convenient machine to install.

Write for the Western Line of “Everything from Pit to Cupola.”

UNION IRON WORKS

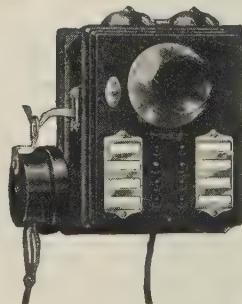
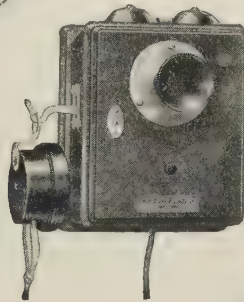
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for every condition
of service
and
for every condition
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or
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from
two-station
to
twenty-four station size.



They are easy
to
install,
maintain
and
operate.

Your offices,
warehouses and elevators
will be easier to manage after
you have installed Inter-phones.

*Our Booklet 6490 gives details of these
intercommunicating telephones.*

Write for it today.



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Manufacturers of the 6,000,000 "Bell" Telephones

"SAVE TIME AND FREIGHT"



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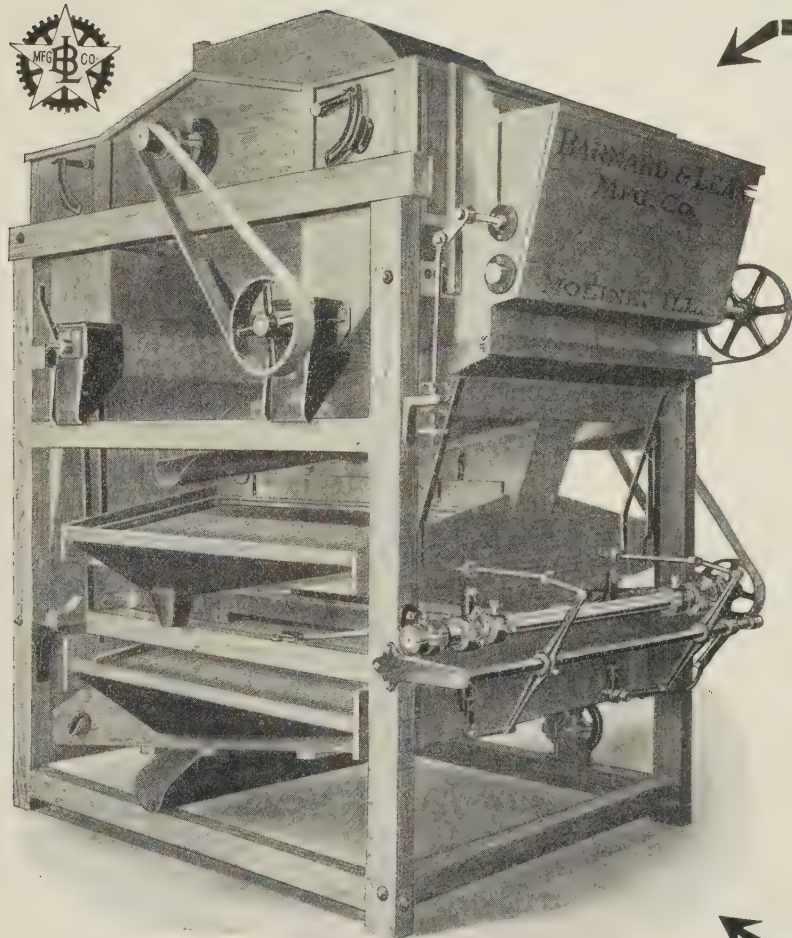
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"TELEPHONE OUR NEAREST HOUSE"

EQUIPMENT FOR EVERY ELECTRICAL NEED



A Satisfactory Investment

Barnard's Double Side-Shake Elevator Separator is satisfactory from every standpoint.

It satisfies the builders.

" " " owner.

" " " operator.

It has more valuable features than any other machine of its class.

It is the result of our experience of over 50 years in building separators.

It leaves nothing to desire in a grain cleaner.

Write us at once

BARNARD & LEAS MFG. CO.

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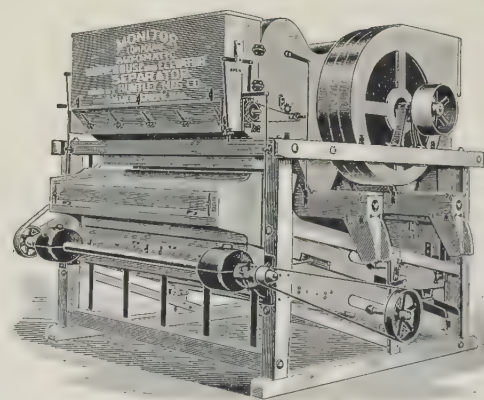
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

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The Automatic Receiving Cleaner

IMITATED BUT NOT EQUALLED
ITS BEST, VITAL FEATURES PATENTED.



Your grain is cleaner,
still—your shrinkage loss is greatly reduced

THE UTMOST
IN ENDURANCE

THE LEAST IN
POWER TO OPERATE

Nowhere is there a grain cleaner adaptable for receiving cleaning of grain of all kinds which will clean *so closely* and *with so little shrinkage loss*. Nothing like it made—its several patented features protect us from its many imitations. A machine that delivers *scientifically accurate air and screen work*—continuous, automatic operation. The lightest running, most compact and most durable specimen of hard service, high class cleaning machinery yet devised.

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OR
CHAIN OILER
OR
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BEARINGS

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"NESTOR" FOR ELEVATORS

Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

When you write for sample and price list, kindly mention this paper.

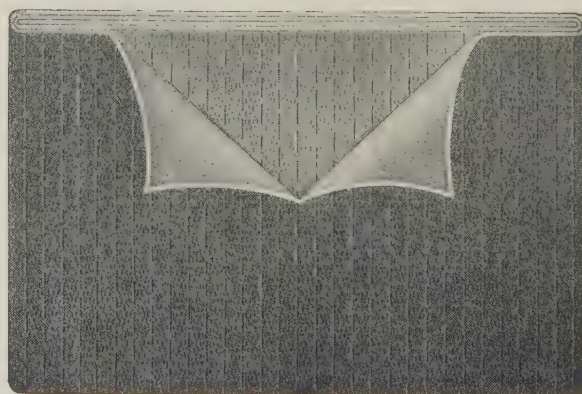
The American Fabric Belting Co.
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50% Superior Construction
— PLUS —
50% Superior Quality
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100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING

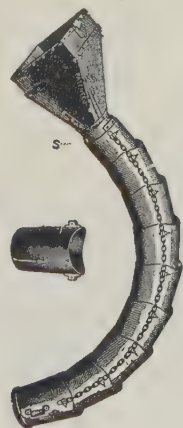


1. The plies cannot separate
2. The edges will not ravel
3. Bucket bolts will not pull out
4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.
Everything in Belting
CHICAGO

The Gerber Patent Flexible Chain Telescope Car Loading Spout



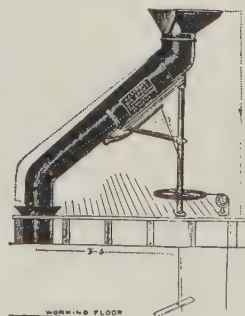
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



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Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
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You can get

A MODERN ELEVATOR

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CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
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DO YOU WANT?

a modern and up-to-date
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J. A. H. Whaley, Sedalia, Mo.

"Builder of Modern Elevators"
Plans and Estimates on request.

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Elevator Work a specialty. Plans and specifications on request.

Get Old Ed to build your elevator,
"He knows how."



Morley Bros., Haden & Plott

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GRAIN ELEVATORS

WICHITA - - KANSAS

Our aim is to give good satisfaction,
and the best for the money.

Let us build your next elevator and make you one of our satisfied customers. Our prices are always right.

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And Coal Handling Plants,
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Mill Buildings and Concrete Storage Tanks
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Any Weight

of grain up to 100,000 pounds
is reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars and
cents. Price \$5.00.

Grain Dealers Journal

CHICAGO - ILLINOIS

DIRECT REDUCTION TABLES

for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

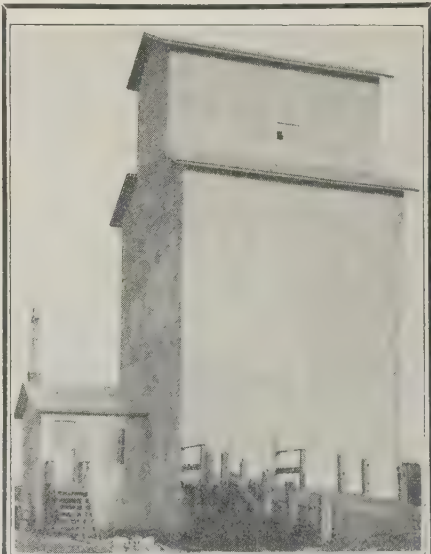
Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

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Grain Dealers Journal

315 S. La Salle Street

CHICAGO, ILL.



Burrell built this elevator—

because the owner had seen one just like it at another station near him.

That's all we ask you to do—

is to inspect a Burrell elevator near you. There's one. Write for list of those Burrell operators who are convinced of the durability, convenience and the low operating cost.

Write about any elevator work.

**BURRELL ENGINEERING
& CONSTRUCTION CO.**

Stock Exchange Bldg.,

CHICAGO

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GRAIN ELEVATOR BUILDERS

REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

218-219 Grain Exchange
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Originator of Good Elevators

It will pay you to correspond with
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No charge for our experience.

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OF GOOD ELEVATORS"
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**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
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**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

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Everybody's Doin' It Now

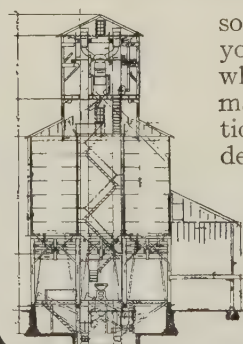
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building a corn house, or remodeling your
wheat house to handle corn. Write, wire
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Phone Mkt. 374

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so simple and self-explanatory that
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what you are getting, and you can
make those changes which condi-
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demand on paper. And after see-
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ACCOUNT BOOKS, SCALE TICKETS, GRAIN
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GAS ENGINE BOOKS, ETC. Tell your wants to

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Grain Receiving and Stock Book

Is a book designed especially for keeping a record
of each kind of grain received at a country eleva-
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adding up the columns may quickly determine the
number of bushels of each kind of grain on hand.
Columns are also provided for date, name, gross,
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Printed on heavy Linen Ledger paper, well bound
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20 wagon loads.

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La Salle Street, Chicago, Ill.

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Elevator Builder

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A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one.

We know the business.

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Designing and Construction
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This very complete plant recently constructed by

The Barnett & Record Company

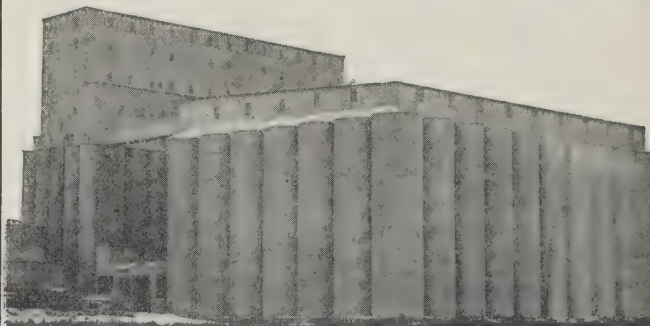
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Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

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PEERLESS
GRAIN FEEDERS OAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

Milwaukee Bag Co., Milwaukee, Wis.

The Improved KELLY-DUPLEX MILL

For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

Positive FORCE Feed

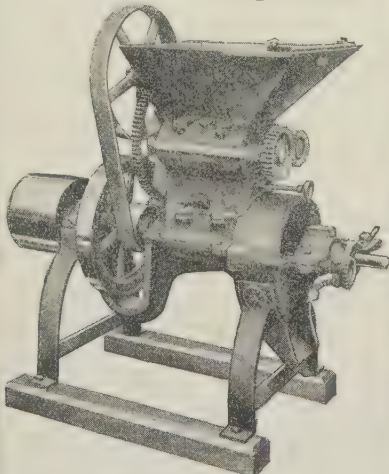
Wide and strong bearings, absolute alignment and uniform product.

Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft.

Well made, nicely finished, a real mill.

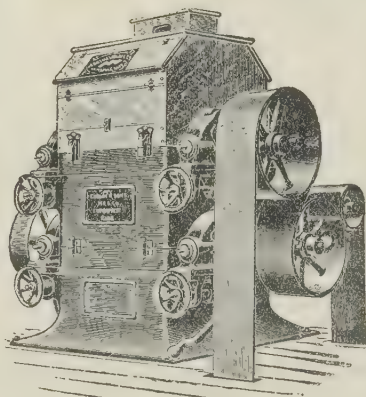
Especially Adapted to Gasoline Engines



Made in four sizes, $3\frac{1}{2}$ to 20 H. P.

A high class mill at a moderate price. Furnished with bagger if desired.

THE DUPLEX MILL & MFG. CO.
SPRINGFIELD, OHIO



THE EHRSAM

Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

THE J. B. EHRSAM & SONS MFG. CO.
2 Factory Street, Enterprise, Kansas
"Send us your rolls."

INVESTIGATIONS

SYSTEMS

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SPECIALIZES IN GRAIN AND MILLING

Flour Exchange Building
MINNEAPOLIS - MINN.

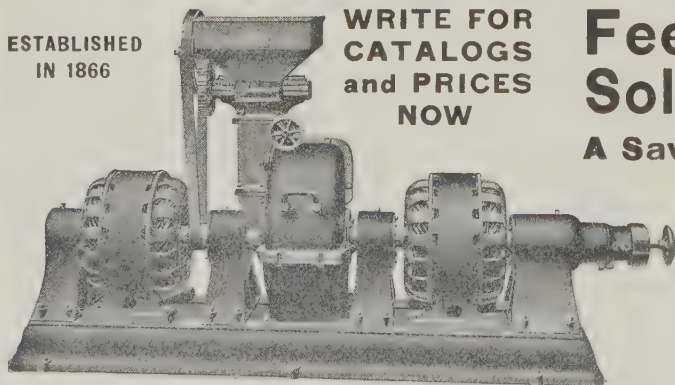
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Solicited

"Monarch" Ball Bearing

ESTABLISHED
IN 1866

WRITE FOR
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NOW



Feed Grinders will always Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!
ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

THE MILL BUILDERS, P. O. BOX 260

WESTERN OFFICE: 53 W. Jackson Blvd., CHICAGO

BRANCH OFFICE } 613 McKay Bldg.
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The Quickest Way to Go "Up-Stairs"

As the quickest way to travel from one floor to another no appliance can take the place of the

WOLF EMPLOYES ELEVATOR

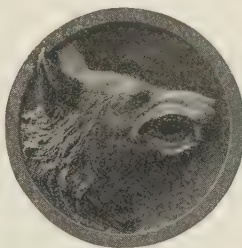
The operation of this "man-lift" is perfect.

It runs smoothly without noise or the least sign of a jerky motion. A wonderful saver of time and unnecessary exertion.

Does not require much room and may be installed at little cost. We will be pleased to explain in full detail its construction and operation.

Write for full particulars.

THE WOLF COMPANY, Chambersburg, Pa.



NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
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Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

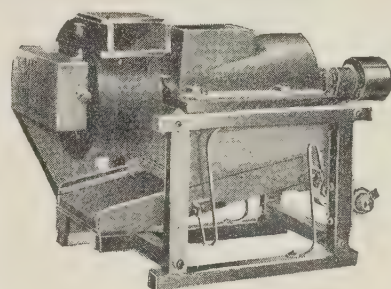
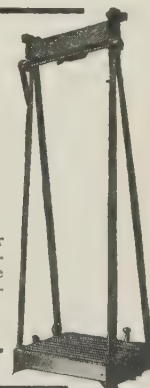
Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weights Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
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One Big Thing

about "N & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times. Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

NORDYKE & MARMON CO.

Est. 1851

America's Leading Mill Builders

INDIANAPOLIS, IND.

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

For Sale



For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

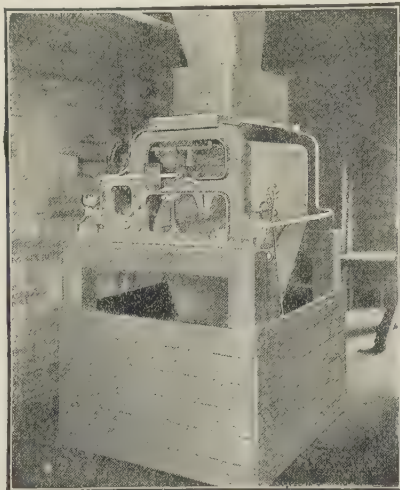
The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

Do You Realize What a Remarkable Success the RICHARDSON AUTOMATIC SCALE Has Been During the Last 25 Years?



This shows a Richardson patent **Equipoise** automatic scale at Cherry Grove, Ind., owned by Crabbs, Reynolds, Taylor Co. of Crawfordsville, Ind., and they have eight similar scales in their elevators.

So successful has it been that today it is held to be **The Standard Automatic.**

Go where you may—and you will find **"The Richardson."** There are **thousands** of them in America. They are also to be found in all European countries, South America, Africa, India, Japan, etc. Why is this? Well, first of all, it's because **The Richardson Automatic** is an accurate scale—it has been officially tested and accepted as accurate. It's built with an equipoise beam, which finds its own level when the elevator settles, and so is always accurate.

It's so simple that any one can operate it. There are **no** complicated adjustments to attend to. The scale will be accurate today—tomorrow and ten years hence.

Drop us a line and say you are interested. We are ready to show you and can ship you a scale when you want it.

RICHARDSON SCALE COMPANY

209 S. State Street, CHICAGO

Passaic,
N. J.

Box 876
Kansas City, Mo.

413 Third St., So.
Minneapolis

Box 305
Omaha, Neb.

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Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

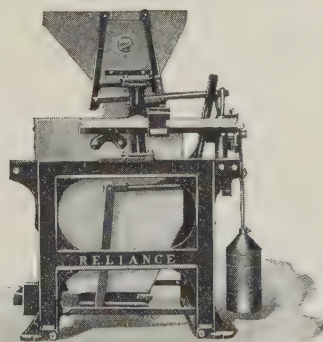
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



IF we used a hundred more parts on the **RELIANCE** Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the **RELIANCE** and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

Bloomington, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr-Nowell Co.
Cedar Rapids, Iowa,
Iowa, Agents

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

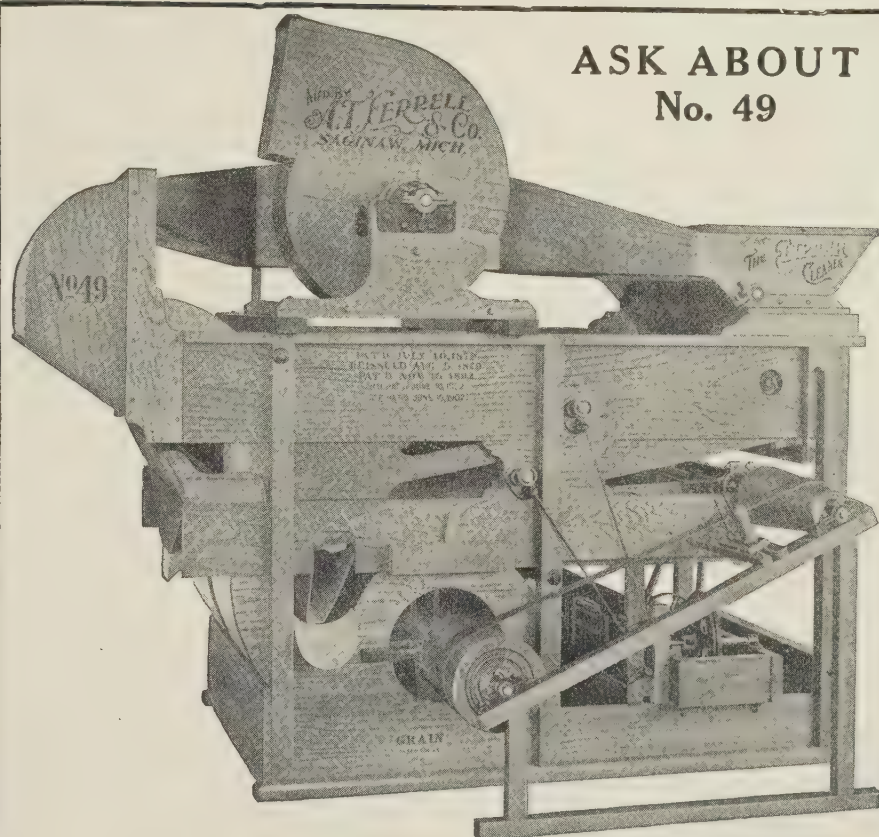
Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.



ASK ABOUT No. 49

Thousands of local elevators are using the "Clipper"

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc.

No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work.

We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

A. T. Ferrell & Company
Saginaw, W. S., Michigan

Speaking of Christmas

Why not express your appreciation for the past patronage of the grain man through your logical messenger, the Christmas Number of the GRAIN DEALERS JOURNAL, published Dec. 25th.

May we send you an appropriate advertising suggestion?

Grain Dealers Journal
315 S. La Salle Street, CHICAGO, ILL.

COAL SALES BOOK Form 44. FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

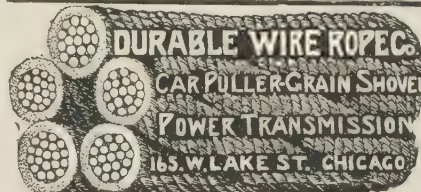
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



CYCLONE BLOW PIPE CO

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

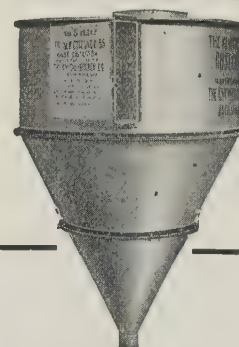
Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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St., cor. Morgan St.
CHICAGO, ILL



Patented



Don't Waste Wind

It costs money to produce an air current with a fan.

What's the use of having the air current double back and choke itself.

The New "1905" Cyclone Dust Collector

SAVES THAT WASTE

The Knickerbocker Co.
JACKSON, MICH.

Write for our Catalog on Dust Collectors.

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.

**BOWSHER**

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

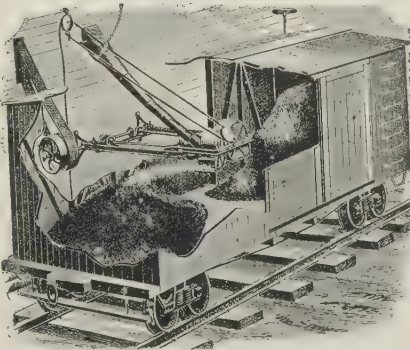
LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

**FEED MILLS**

No. 4 CHAMPION LOADER IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

E. BAUDER, - Sterling, Ill.

RAILROAD CLAIMS BOOK

This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. Contains five forms in duplicate arranged so a carbon copy can be kept of each claim, as follows:

- 60—Form A. Loss of weight in transit.
- 10—Form B. Loss in market value due to delay.
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- 10—Form D. Loss in market value due to delay in furnishing cars.
- 10—Form E. Overcharge in freight.

This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record. Form 411-5 Price \$1.25.

GRAIN DEALERS JOURNAL,

315 So. La Salle St., CHICAGO, ILL.

Grain Dealers Everywhere Are Using The Automatic Dump Controller



Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

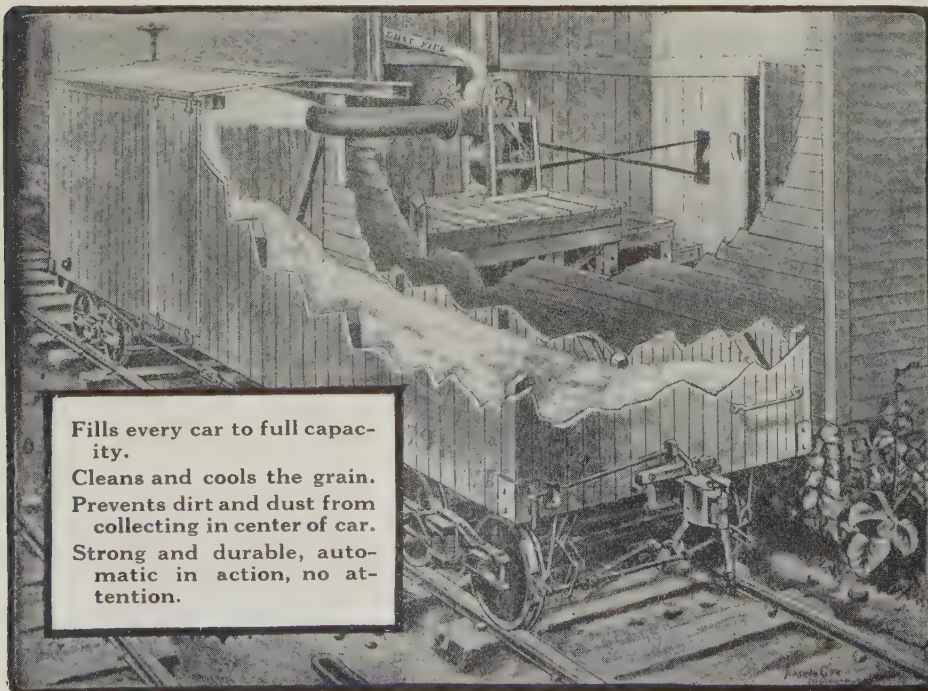
Also build

Grain Elevators

Write for plans and estimates.

L. J. McMILLIN

Board of Trade Building
INDIANAPOLIS, IND.



Fills every car to full capacity.

Cleans and cools the grain. Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.

This Man Knows PNEUMATIC CAR LOADER

Why you should install a

PNEUMATIC CAR LOADER

Sylvan Grove, Kan., Aug. 2, 1912.
Mattoon Grain Conveyor Co.

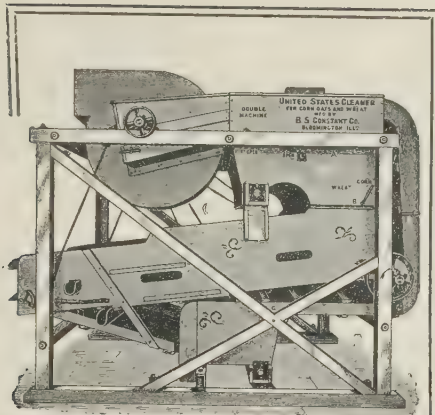
Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,
Farmers Elevator Co.
S. Frey, Mgr.

Write for further reasons

**MATTOON
GRAIN CONVEYOR CO.**

MATTOON, ILL.



"Constant Satisfaction"

Any device cleaning grain is a grain cleaner—but a machine which will clean small grain **clean** just as satisfactorily as it will separate corn from the cob is a necessary investment every elevator owner will eventually have to make.

Bankers should know of profitable investments for your money. Elevator builders know the best investment you can make in your elevator so as to make money. They like to install the

U. S. Grain Cleaner

You insist that they do.

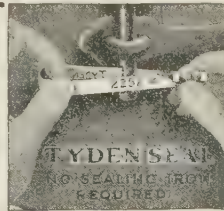
The explanatory simplicity in design, construction and operation points out the striking advantages and superiority of this cleaner over all others.

"Constant use of a Constant Cleaner leads to Constant Satisfaction."

Write for catalog.

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Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
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Chicago Office, 617 Railway Exchange.

Torsion Balance Grain Testing Scales

Used by the U. S. Government, Agricultural Colleges, and leading firms and exchanges.

Write for Catalogue.

The Torsion Balance Co.
92 Reade Street New York, N. Y.

Do Not Experiment With Moisture Testers Get the Official Brown-Duvel Machine

It is the only form of tester used and recommended by the U. S. Government, also used by principal Grain Inspection Departments. We guarantee accuracy. Prompt shipment from Chicago. Send for free Bulletin on uses and operation.

SEED TRADE REPORTING BUREAU

Postal Telegraph Building, Chicago, Ills.

HALL SPECIAL

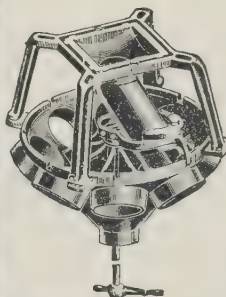
ELEVATOR LEG

The leg without a choke

AND

THE HALL SIGNALING DISTRIBUTOR

The Distributor without a mix.



They double capacity,
Are more convenient,
And never wear out.

Send us number of bins, total lift, capacity desired and get free specifications for equipment suited to your elevator.

HALL DISTRIBUTOR CO.
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ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

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LINK BELT SUPPLY CO.

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MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.

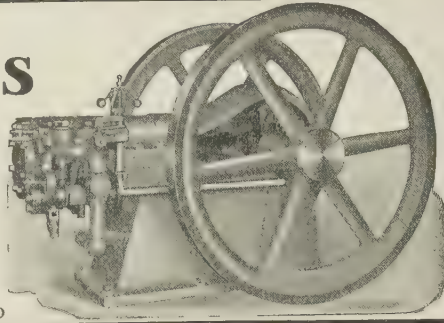
ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

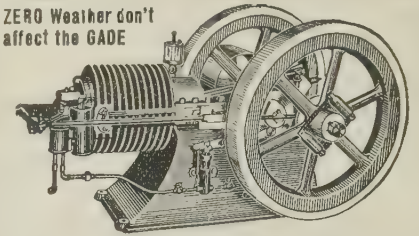
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are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.
formerly of Dayton O



**ZERO Weather don't
affect the GADE**



Sizes 1½ to 12 H. P.
The "freeze-up" feature has been eliminated from the GADE as well as other troublesome features. Investigate the simple and economic GADE before you buy. Saves every third gallon of gasoline as compared with other engines. Always ready winter or summer. Ask us for our proposition.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

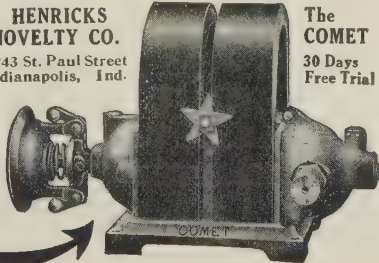
A ten dollar bill

the cost of a Make and Break Spark
or \$11, the price of a 1 or 2 cyl.
Jump Spark Magnet

will rid you of ignition trouble and expense. Magnetos have surpassed the battery or the dynamo and The **Comet** has surpassed all other Magnetos. That's why you want the Comet.

Write

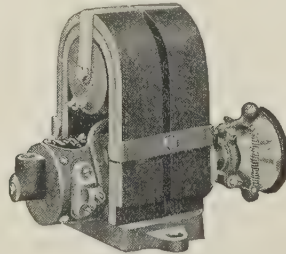
**HENRICKS
NOVELTY CO.**
1243 St. Paul Street
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COMET
30 Days
Free Trial

WIZARD MAGNETOS

You wish to eliminate trouble and expense?
Why not give the Wizard—a trial?
It has been standard equipment for 10 years.



On a majority of most popular Engines.
Simple—Efficient—Durable
Ask your dealer or write us direct.
MAKE AND BREAK or JUMP SPARK
Write for Catalog G-D.
Hercules Electric Co., Indianapolis, Ind.

SPECIAL



Flexible Loading
Spouts with nicked
Chain Connections,
6"x8 ft. 8x8 Head.
\$5.50 Cash.

Other Sizes at Equa-
Prices. Write for Special
Prices on C. I. Boots,
Sprockets, Chain, Disl-
tributing Spouts, Wagon
Dumps, Belting, Buckets,
Shafting, Bearings.

Murphy Mfg. Co.
Kansas City, Mo.

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water not freeze 54° below zero. Has been used for several years and is absolutely standard.

Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Compound.

(Send for circular.)

New York **JAMES H. RHODES & COMPANY** Chicago

Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "**IN ACCOUNT WITH**" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. **Price \$1.75**

GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO, ILL.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. **Price \$1.50.**

GRAIN DEALERS JOURNAL, LaSalle St., Chicago, Ill.

Sales, Shipments and Returns Book

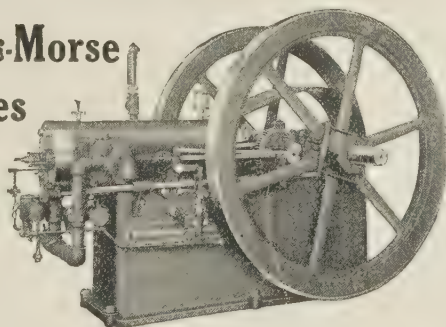
is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car No. and Initial. Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. **Price \$2.00.**

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

Fairbanks-Morse Oil Engines

Solve the Power Problem



Operate on kerosene or low grade distillates as well as on gasoline. Give steady, reliable power for either continuous or intermittent service. Easy to operate and control. The ideal power for mill or elevator. Write for Catalog No. 550MM.

Fairbanks, Morse & Co.

Wabash Ave. and Eldredge Place Chicago, Ill.

Fairbanks Scales, Electric Motors, Pumps, Water Systems,
Electric Light Plants, Windmills, Feed Grinders.

Simple Deduction—

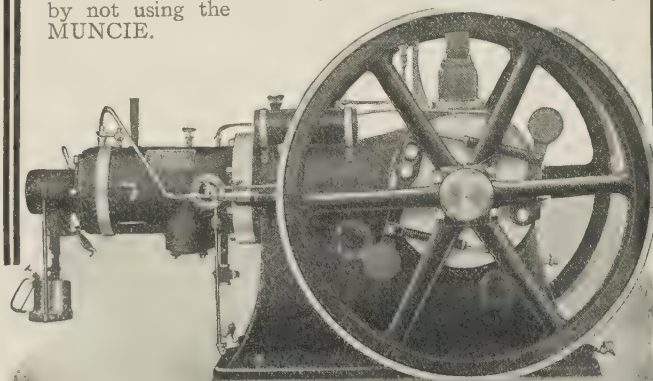
Why you should install an OIL ENGINE, and
Why that oil engine should be a "MUNCIE"

First, the MUNCIE operates on the cheapest Fuel Oils known, also operating on Crude, Solar, and Gas Oils, Kerosene, Distillate and Naphtha without any change in engine whatever.

No batteries to replace, no magnetos or dynamos to repair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power, and utmost engine efficiency.

The above, and further explanation by writing for our catalog, ought to convince you that you are losing money by not using the MUNCIE.



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Muncie Gas Engine & Supply Co.

54 Ohio, Cor. Railroads

Muncie, Ind.

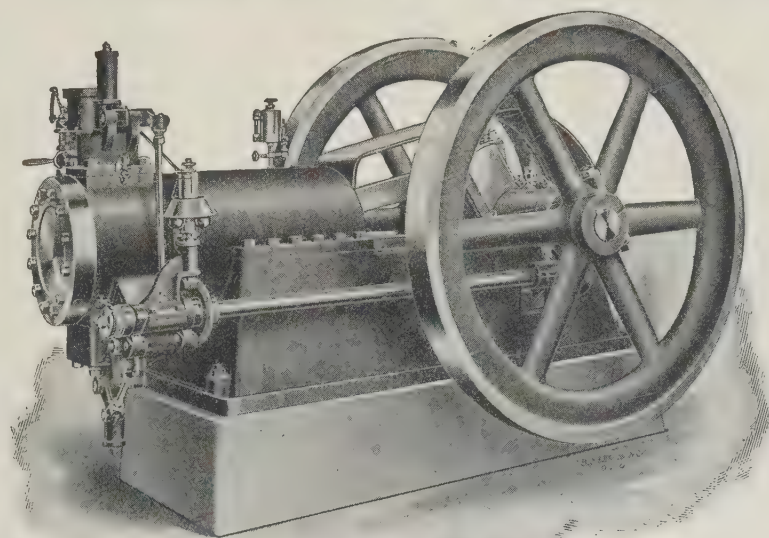
TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4½x8½ inches, 110 pages. Price \$1.00.

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IF A BETTER ENGINE WERE POSSIBLE
THAT ENGINE WOULD BE A

"SUPERIOR KEROSENE ENGINE"



They are made from the very best raw materials developed into the finished product in a factory especially built and equipped for the manufacturing of Engines.

They represent the most economical, efficient, durable and reliable power a Grain man can install at one HALF the FUEL BILL.

Every Superior KEROSENE Engine is tested at the factory until we are convinced, by actual test, that it will do all we claim.

You know what you want, we know we have it. Let us give you some information, if you will write for Catalog, and tell us your requirements.

SUPERIOR GAS ENGINE CO., Springfield, O.

Sidney Corn Sheller *and* Elevator Boot Combined



A NEW PITLESS SHELLER

Not an Experiment, but a Proven Success

Liberal, Mo., Oct. 10, 1912.

Gentlemen:

The Combined Shellers and Boots that we have installed in the last year in our Irwin and Liberal elevators have given us very good satisfaction and we have no cause for complaint.

Yours truly,
LIPSCOMB GRAIN & SEED CO.
By Luther Lipscomb.

THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

MANUFACTURERS OF

Sidney Shellers and Cleaners, Grain Elevating and Conveying Machinery

Write for our Complete Catalog

A COMPLETE STOCK OF SHELLERS AND REPAIRS CARRIED AT ENTERPRISE, KAN.

DO YOU

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen:—Herewith is draft covering Help Wanted adv. in your classified column. This adv. certainly **Produced Results**, as we are having answers from all wheat growing sections of the United States. Yours truly,

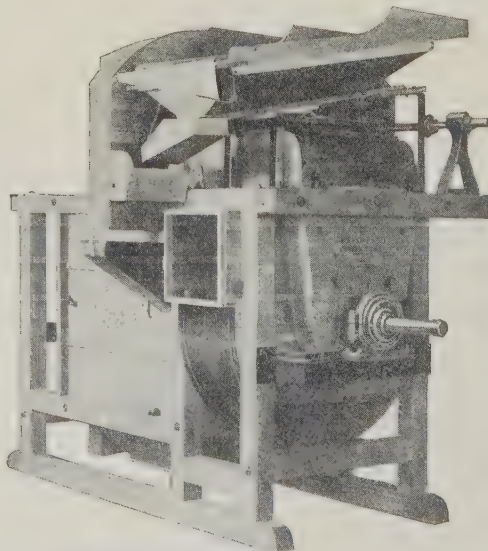
THE RUSSELL MILLING COMPANY

Russell, Kansas, 6-2-11.

NEED HELP

"EUREKA" BALL BEARING OAT CLIPPER

With Automatic Clipping Regulator



For
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65%
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HEAVY DUTY CONSTRUCTION

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The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

SECOND-HAND FOR SALE:—One slightly used Rochester Grain and seed cleaner, \$25; 2 hopper scales with timbers \$35 each; 2 boot tanks \$20 each; one double automatic shovel machine \$20; one steam engine \$40; 1,200 Salem elevator cups practically new, 6x18 and 6x16, 12c each; 10 belt tighteners \$5 each. Also write for prices and descriptions of a complete flour mill outfit and a 25 H. P. steam engine, with 40 H. P. boiler and smoke stack complete. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
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All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 402 B, Monadnock Block, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x18 Barnard & Leas, nard & Leas, 9x24 "Noye," 9x30 Wolf, all 9x24 "Noye," 9x43 Wolf, all three pair high; and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, etc.

Corn Shellers:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers, one No. 2½ Western Shaker Corn Cleaner.

Attrition Feed Grinding Mills:—12 and 18 inch "Robinson," 16, 18, 20 and 24 inch "Monarch"; 24 inch Modern Special"; 30 inch "American"; 16, 19, 22, and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

ELEVATOR MACHINERY FOR SALE.

One—25 H.P. St. Marys Gasoline Engine in good running order, complete.
One—No. 3 Constant Fan Sheller, 400 to 500 bus. per hour capacity.
One—Western No. 3 Rolling Screen Corn Cleaner, complete.
Two—Peerless Grain Feeders.
Three—48" Head Pulleys, cast iron.
Two—Cast Iron Elevator Boots for 16" and 8" belts. Address, A. H. Richner, Crawfordsville, Ind.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

FERRETS.

WHITE AND BROWN FERRETS for sale. Price list free. Bert Ewell, Wellington, Ohio.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind., 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. **NO OTHER WAY.** 12 years' experience worth \$1,000 to buyers **GRATIS.** List with me, buy of me and have good luck.

CASH FOR YOUR ELEVATOR, Mill, Business or Property. I bring buyers and sellers together. No matter where located if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Bldg., Chicago, Ill.

GASOLINE ENGINES.

25 H. P. GASOLINE ENGINE for sale cheap. Only run forty-five days. Address, G. G. Jones, Larue, Pa.

15 H.P. I. N. Gasoline engine, only run short time, installing motors. C. P. Starbuck, Hebron, Nebr.

30 H. P. NEW ERA GASOLINE engine for sale. Just been overhauled and good as new. Address Syler Bros., Ankenytown, Ohio.

FOR SALE—One 50 H.P. Columbus Gasoline Engine, one 25 H.P. Columbus Gasoline Engine. Never Used. Address Engines, Box 11, Grain Dealers Journal, Chicago.

40 H. P. NEW ERA GAS ENGINE for sale; 40 H. P. Traverse City gas producer. Both in good condition. \$2,600 plant for \$1,000. A bargain. Address Custer Milling Co., Custer, Mich.

FOR SALE—One fine 8 H. P. Milwaukee horizontal stationary gasoline engine complete, \$128.00. Many other styles and sizes. What are your power requirements? Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

ONE 1500 BU. AVERY AUTOMATIC scale for sale, in good working order. Price \$50, F. O. B. Hartford. Second-hand. Farmers Elevator Co., Hartford, S. D.

FOR SALE—One 1,000 bushel Sonander Automatic Grain Scale, new, never been uncrated, at about half price. Power Equipment Co., 218 3rd Ave., N., Minneapolis, Minn.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

MISCELLANEOUS.

TRANSMISSION ROPE SPLICER. I can splice elevator transmission rope perfectly, and at small cost, and a big saving in probable losses. G. C. Dill, Dillsburg, Champaign Co., Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATORS for sale or exchange. Where you can live cheaply and make money every year, and not have much invested. Address, Central, Box 10, Grain Dealers Journal, Chicago.

OKLAHOMA ELEVATOR, good grain, coal and flour station. For further particulars, address, Milling, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE located on M. K. & T. and St. L. & Mo. S. Ry's. New plant thruout. Large country to draw from, further particulars. Address T. F. Jameson, 1407 Spruce St., Coffeyville, Kans.

NORTHEASTERN KANSAS elevator, 30 M. capacity, price right if taken at once. Part cash, balance easy terms. Address, N. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

5,000 BU. OKLAHOMA ELEVATOR, feed and corn meal mill, flour and coal business for sale. In small town, good farming section, on two railroads. Done \$48,000 business last year, new elevator. Address, G. M. Goode, Hammon, Okla.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

MINNESOTA ELEVATOR FOR SALE—Modern, 14 bin cribbed construction, has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

CENTRAL PENNSYLVANIA—For sale or rent a 5,000 bu. elevator, feed, flour, coal, cement, fertilizer and implement business in small town of 500, good farming section. One competitor. A splendid point. Good reasons for wanting change. Price \$2,000. Address "F.", Box 10, Grain Dealers Journal, Chicago.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

TEXAS ELEVATOR FOR SALE—40,000 bu. grain elevator and two large hay barns with total capacity of 200 cars. Elevator fully equipped with all latest machinery, corn sheller with gasoline engine, elevator with electric dynamo and lights. Will handle over 150,000 bus. of grain and 1,000 cars of hay, coal, flour, salt, etc., this year. This is one of the best located elevators in the state. Well established trade. Will take nearly \$20,000 to handle or its equivalent. Also have elegant home which I will sell or trade with elevator. Address N. P. Teague, Rosenberg, Texas.

ELEVATORS FOR SALE.

OVER 6,000 ELEVATORS to choose from if you make your wants known thru the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

12,000 BU. NEBRASKA ELEVATOR for sale on the C. R. I. & P. Ry. All the corn and 60% of the wheat of the 1912 crop yet to handle. Address, Stone, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Two elevators in N. W. Iowa; three elevators in S. W. Minn., and one in S. E. South Dakota. All good paying properties. For full information apply to Dick R. Lane, Trustee, Davenport, Iowa.

PADUA (McLEAN CO.), Ill.—Modern elevator and coal business for sale on L. E. & W. R. R. Only elevator here, best of country, everything first-class. For particulars address, F. E. Webber, Padua, Ill.

SOUTHERN KANSAS—Two elevators for sale in the famous wheat and corn belt of Kansas. Will sell one or both. Price and terms reasonable. Best of reasons for selling. Address, Kansas, Box 9, Grain Dealers Journal, Chicago.

FIRST-CLASS MISSOURI ELEVATOR located in wheat and corn territory in Southeast section of State on Frisco R. R. Good town, elevator new, 30,000 bu. capacity, sheller and cleaner and latest machinery. Fairbanks scales in elevator and Fairbanks scales in office, private switch. Address, Garrett & Schnarr, Griffin, Ind.

A 6,000 BU. OHIO ELEVATOR for sale in one of the best sections of the State. Doing a big business. Anyone wishing a good elevator can do no better. Built nearly four years. Please investigate. Address Investigator, Box 8, Grain Dealers Journal, Chicago.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

HERE'S THE ELEVATOR you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

\$10,000 WILL BUY a 40,000 bu. elevator in Southwestern Minnesota. Elevator is equipped with all modern machinery, including wheat cleaner, flax cleaner and scourer, etc. Feed mill in connection. Elevator and feed mill both doing a good business. If interested, write for further particulars. Address \$10,000, Box 11, Grain Dealers Journal, Chicago.

FOR SALE, ILLINOIS—Two good business locations 10 miles apart. Grain, lumber and coal. Established 25 years; both making good money, but partners want to dissolve and enter other lines. This is a fine chance for someone to step into an established business. Only lumber yard in either town with rich Illinois farming country all around. Address, Illinois, Box 11, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED TO BUY, grain or grain and feed business in Colorado. Give full particulars. Address, Morgan, Box 10, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—Land to trade for good modern elevator in a good grain country. Address 531 Palace Building, Minneapolis, Minnesota.

I AM IN THE MARKET for elevator located in a good grain country, and in a town of 500 to 1,500 population, with good schools and churches. Address, Buyer, Box 10, Grain Dealers Journal, Chicago.

I WILL TRADE CHOICE WASHINGTON fruit land for a well located elevator, lumber yard or general stock located in Iowa. Address Lock Box 504, Des Moines, Ia.

WANTED to buy or lease an elevator in Illinois, Indiana or Ohio. Give full description, price, terms, etc., in first letter. Address, 1006, Box 11, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for elevator, 160 acres good land near Altamont, Kans. Give description, condition, and amount of grain handled at elevator. Address, Box 42, Shook, Kans.

WANTED A MODERATE PRICED elevator in Western Ohio or Eastern Indiana. County seat town preferred, with an established retail trade. Will purchase half interest in a good paying elevator proposition. Address, Wanted, Box 9, Grain Dealers Journal, Chicago.

WILL TRADE FOR GOOD GRAIN elevators—Located in good corn and oats territory; and doing a business of not less than 200,000 bushels. A nice clean stock of dry goods, gents' furnishings and shoes. The stock is located in one of the best business towns of 1,500 in Central Eastern Illinois. Address, Trade, Box 11, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

WANTED—TO BORROW \$3,500 on first-class elevator property. A five-year loan preferred. Address F. L., Box 7, Grain Dealers Journal, Chicago.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

IF YOU WANT TO EXCHANGE your improved farms, improved or unimproved City Property, Merchandise, Hotels, Grain Elevators, Flour Mills, Automobiles, etc., for good, well selected, unimproved farm lands, I can make you some money. Have from ten to fifty thousand acres of land for you to choose from. I negotiate deals of any size from FORTY ACRE tracts up. Let me know just what you have to offer, where located, and what you want for it, and I will get a buyer. Dodge, 911 New York Life Bldg., Minneapolis, Minn.

MY GRAIN ELEVATOR MACHINERY AND SUPPLY BUSINESS FOR SALE.

Established about 20 years, and offers an unexcelled opportunity to one wishing to enter a manufacturing business. I have elevator plans and foundry patterns for a complete line of elevator supplies, including several inventions of my own, also some stock and shop tools on hand. It cost over \$5,000.00 to buy or manufacture products I now offer for sale, and will sell these for half this sum for cash and prompt sale, including my good will, plans (original tracings) and shop for my elevator machinery specialties, such as friction clutches, car pullers, distributors, bracket box, etc., also automatic scale and hay pulverizer, and first right on new inventions. Will sell quick. A good investment at a bargain price. Write and investigate today. Wm. W. Lockwood, Winfield, Kans.

SITUATIONS WANTED.

WANTED POSITION AS MANAGER or office man, 15 years experience. No bad habits. C. J. Meyer, New Lenox, Ill.

15 YEARS EXPERIENCE in country grain business by man wanting position in same. Age 44. Address, Aksarben, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED with some elevator company as grain buyer. Can give best of references and bond. Address, Chas. F. Easton, Box 253, Buffalo, No. Dakota.

POSITION WANTED by man of 12 years experience, prefer management of Farmers Elevator Co. Ask for interview. Address, Experienced, Box 10, Grain Dealers Journal, Chicago.

MAN OF EXPERIENCE. Best of references, of family and a money-maker, desires position as buyer with a company doing a large business. Address 232, Box 11, Grain Dealers Journal, Chicago.

WANTED A POSITION as manager of an elevator in a town where there are good schools. Age 34, steady, and have had 7½ years experience at one station. Can give good references. J. E. Raymond, Adair, Ill.

POSITION WANTED as elevator foreman, 12 years experience in handling and cleaning of grain and seed. Can handle either steam or gas engine. Prefer Ohio. Address Elevator Foreman, Box 11, Grain Dealers Journal, Chicago.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

WANT POSITION AS MANAGER of farmer's elevator. Can furnish best of references. Have had several years experience. My desire is to please and work for the good of my company. Address, Ray C. Wise, Lock Box 422, Hills City, Kans.

POSITION WANTED by an experienced grain man as elevator manager, traveling solicitor or anything where brains are a necessary adjunct. 10 years experience as superintendent and salesman in the Eastern States. Highest references from past and present employers. Address, Brains, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED—A man of many years experience as property man and disbursing officer would consider an offer with responsible concern if proposition was offered before Feb. 1-13, the date necessary for me to leave for Manila, P. I., to take up my former position. Can furnish best of references and bond. Address, Box 154, Morganville, Kans.

POSITION AS BUYER WANTED with some first-class grain company, have had over 12 years experience as buyer and manager. Good judge of all kinds of grains, especially barley. Married, age 34. Can speak German and English. Present employers going out of business, reason for changing. Best of references, can give bond. Wish to change by Dec. 1. Address E. H. A., Box 167, Long Grove, Iowa.

GRAIN MAN with practical country elevator experience desires position as traveling solicitor with a reliable concern. Presently engaged as manager, operating elevator in corn belt of Ill. Past records and habits clean. Capable of application, and willing to devote honest effort and abilities towards obtaining results. Address, Practical, Box 10, Grain Dealers Journal, Chicago.

INFORMATION.

ADDRESS WANTED of Geo. Heakes, who handled alfalfa hay, with desk room at 66 Board of Trade, Chicago, operating as Fred Heakes & Sons until recently. Address T. A. Y., Box 11, Grain Dealers Journal, Chicago.

HELP WANTED.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

WANTED—Man capable of running steam power elevator, no office work. Address Steam, Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERT SCALE REPAIR MAN wanted to inspect and repair scales. Must be competent to repair and refit scales at stations. Good salary, steady employment. Address with full particulars as to experience. Address, Ass'n, Box 11, Grain Dealers Journal, Chicago.

MANAGERS WANTED—I have letters from three of my clients (Farmers Grain, Coal, Lumber and Livestock Companies) requesting me to secure for them first-class managers, who are experienced in this line. I will consider applications stating age, experience and salary desired. Give references. Artemas R. Hopkins, Certified Public Accountant, 39 So. La Salle St., Chicago.

PARTNERS WANTED.

WANTED.—Experienced, competent and reliable man as General Manager for an 800 barrel mill, located in one of the best Soft Winter Wheat growing sections of Southwest Missouri. Railroad facilities unexcelled. Pleasant town to live in. Mill doing splendid trade in Southeast and Southwest. Mill fixed for handling and grinding hard wheat, as well as soft wheat. Want man with sufficient ability to keep mill running and enlarge trade. Also to have 10 to \$30,000 to invest, after investigation. This is a splendid opportunity for the right man. Address, Miller, Box 10, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE:—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

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OKLAHOMA—Feed mill doing good business; good reason for selling. Write Jones City Mills, Jones City, Okla.

OHIO GRIST MILL and coal yard for sale. By making a few changes in the mill, could also be used as an elevator. For price and particulars, inquire of John H. Koenig, St. Marys, Ohio.

150 BBL. OKLAHOMA MILL for sale, good wheat and corn country, cost \$30,000, will exchange for well improved farm, owner old, poor health. Address Box 341, Fairview, Okla.

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WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

WE ARE IN THE MARKET for 20 to 30 cars of new yellow or yellow mixed ear corn for prompt or December shipment. Quote price 70 lb. bushel F. O. B. Rochester rate. Stein & Wittlin, Chamber of Commerce, Buffalo, N. Y.

GRAIN AND WHOLESALE MILLFEED BROKERAGE—Grain, Hay, Grain Products, Wheat Bran, Wheat Shorts, Alfalfa Hay, Alfalfa Meal, Chicken Wheat, Red Dog Corn Bran, Corn Meal, Kaffir Corn, Milo Maize, Very Low Grade Flour for Feed Purposes. Red Oats. "Try us." E. W. WYATT, MEMPHIS, TENN.



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GRAIN DEALERS JOURNAL
La Salle St., Chicago, Ill.

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Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
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HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

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MIXED ALSYKE and TIMOTHY

Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsike, etc.

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Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

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Correspondence Solicited



KAFIR CORN,

MILO, SHALLU, FETERITA, DOURRA, JERUSALEM CORN, JOHNSON GRASS SEED and all other Sorghums, whether Non-Saccharine or Saccharine.

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IF YOU WANT to buy or sell any quantity or quality of field or grass seed—make your want known thru an insertion of an advertisement in the "Seeds Wanted-For Sale" columns of the Grain Dealers Journal, Chicago.

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Write to
T. C. Christopher & Co.
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THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

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MILLET SEED FOR SALE.
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STANDARD DRY-LAND GRAIN and field seeds for sale in car-lots or less. Hunt Grain Co., Colorado Springs, Colo.

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NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSYKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

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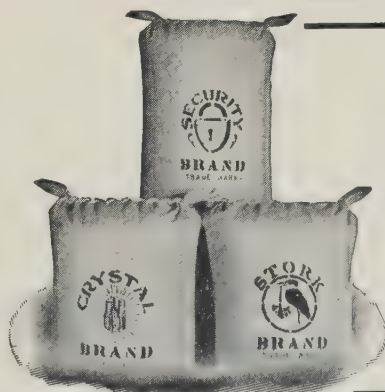
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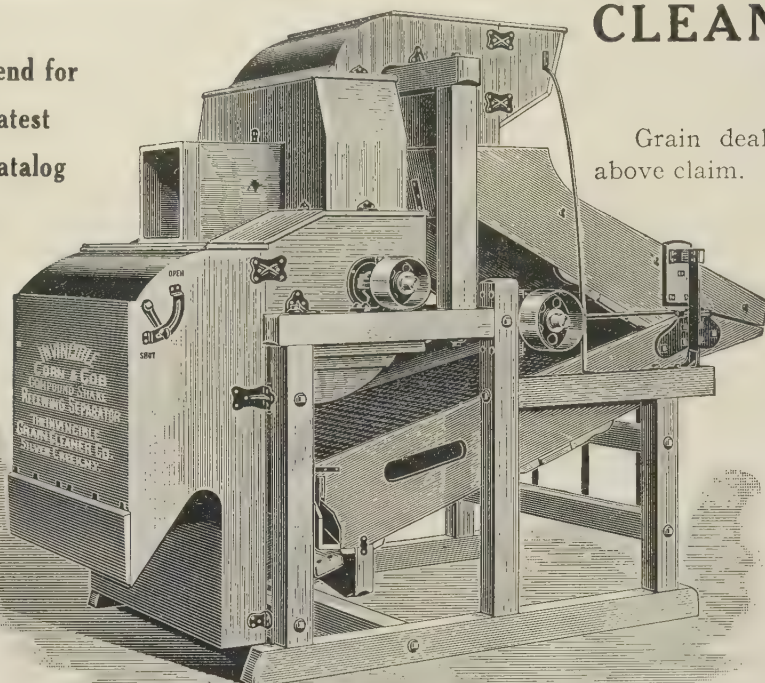
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We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

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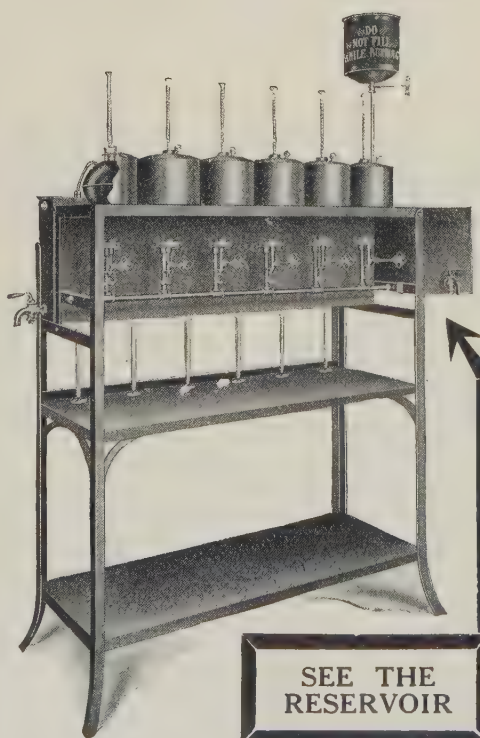
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That holds the testing oil. You draw it from the faucet into your measure. The top is a strainer, into which corn and oil are emptied from the flasks, after testing, and which may be lifted out and dumped, when full of corn, leaving the oil ready for repeated use. Old customers may have these tanks free by mentioning them when ordering supplies. They will fit our older testers.

The HESS IMPROVED BROWN-DUVEL MOISTURE TESTER

on tall steel stand, with copper flasks and detachable brass tubes—**Heavy, substantial** and will last a lifetime.

This is the tester for the grain man, for it will stand rough handling, yet it is delicate enough in operation to suit the skilled laboratory scientist.

It is convenient in height and arrangement. Notice the broad shelves for the accommodation of samples and accessories, the view of the receiving graduates from the front, the handy reservoir, strainer and faucet for the testing oil. It requires less floor space than other makes and may be placed close to the wall if desired.

We make three sizes, two, four and six burner, for gas, gasoline, alcohol or electricity. These are made **in our own factory**, in Chicago, and we can ship quick. We carry a big stock of scales and other accessories and can supply them promptly.

The **Hess Improved Brown-Duvel Tester** is guaranteed in every particular. Your money and freight charges back if you're not satisfied. More Hess Testers are in use, and more are sold daily than of all other makes combined. Ask for our booklet and special bulletin.

HESS WARMING & VENTILATING CO.

Makers of HESS GRAIN DRIERS AND COOLER (See page 895.)

907 TACOMA BUILDING, CHICAGO

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

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CHARLES S. CLARK, Manager

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1912

THE GRAIN shippers of Illinois are surely losing no opportunity to protest against the proposed advance in freight rates, and if they keep actively at work no doubt they will succeed in preventing the enforcement of the proposed increase.

EVERY GRAIN elevator owner will participate in the joy of the Indiana owner whose safe was opened by the yeggmen and his money extracted. In his case the culprit was caught, so that the number of elevator safes burst in the central states during the next few months will likely be less.

Bs/L SHOULD be signed by the station agent in ink. Rubber stamp signatures are not acceptable to many bankers, and inasmuch as it is an easy matter to obtain the agent's signature in ink, every shipper should get it and thereby avoid having his drafts turned down. Read the experience of one shipper, page 874, this number.

THE LARGEST yield of corn obtained this year was by a 17-year-old citizen of South Carolina, who produced 228 bushels and 2 pecks of corn on one acre of ground. Farmers who are satisfied with 35 bushels need to heed more of the crop improvement suggestions being circulated broadcast.

THE CORN growers of the west should not overlook the information given in our crop improvement column about the 1,100 exhibits at the New England Corn Exposition held in Boston recently. Evidently New England proposes to grow its own corn.

READERS who have been in the habit of looking upon Montana as a mining state only should read our report of the first annual meeting of the Montana Grain Dealers Ass'n, published elsewhere in this number. If that state produces one hundred million bushels of wheat, as the grain dealers predict, what will Mr. Co-burn of Kansas do?

OPENING DAY of a remodeled plant in Minnesota resulted in the farmers capturing hot coffee, sandwiches, prizes and an extra 2c for each bushel of wheat delivered. No doubt a splurge of this kind serves to bring the market to the attention of distant farmers, and if not advertised too long in advance it may prove a profitable venture.

CARS CONTINUE scarce on many lines principally because those lines have not power enough to move the freight offered them, and their cars, together with all they can capture, are tied up on sidetracks or in slow moving freight trains. When the country becomes blest with a rigid reciprocal demurrage law then either shipper or carrier causing delay of the other's property will be penalized.

WHEN all grain exchange members admit membership on their stationery, shippers will come to discriminate more sharply against receivers who do not have membership. The majority of the exchange members have come to look upon membership as a matter of course. They recognize in it the key to successful business, but by neglecting to advertise their advantage they encourage non-members to solicit and obtain business which they are not in a position to handle and which they do not expect to handle except to their own advantage and in utter disregard of the rights and interests of the shipper.

THE GRAIN TRADE has worked long and earnestly to secure an equitable B/L, and today it is nearer the realization of what is needed by the grain shippers than ever before. The Pomerene Bill has been passed by the Senate and is now pending in the House of Representatives. The railroads, as before, are working hard to defeat it, and unless the shippers work harder and more earnestly they will lose out. Many of the members of the lower house in the present congress have been defeated for re-election, hence they do not feel very kindly toward the people, and on this account shippers need to work more earnestly if the bill is to be passed.

KAFIR CORN is rapidly winning a host of friends in Oklahoma, and the railroads are boosting its cause with special trains and widely circulated literature, so that the dealers of that state will no doubt be called upon to handle more kafir in the future than ever. However, it will not necessitate any change in the handling facilities, but it will necessitate greater care in the cooping of cars for its shipment.

SHIPPERS everywhere will be pleased to know that at the hearing on the Transit Rules in Chicago last week the shippers and the carriers agreed to a new phraseology by which both the percentage regulation and the color scheme are eliminated. While the exact wording of the proposed change has not been made public, parties to the conference insist that if the proposed wording is adopted the regulations will prove practical and satisfactory to shippers.

AN IOWA druggist, with a druggist's usual ability at substitution, sold a grain dealer chloride of lime as a substitute for calcium chloride, for preventing the water in his gas engine cooling tank from freezing. The result was that the water froze just as usual. The druggist sold the lime, but he lost a customer. Misrepresentation and swindling operations of this character bring permanent profits to no one. The dealers of some stations join hands and buy a supply of calcium chloride direct from manufacturers, and thereby cut out the substituting druggists.

OUR NEWS columns this number, we are sorry to say, record a number of additional accidents to persons working in and about grain elevators, again emphasizing the need of vigilant care and caution. It behooves the employes as well as, the employers to adopt every means to prevent these accidents (most of them are preventable) and thereby reduce the suffering. The payment of insurance money cannot replace a life or limb, neither does it excuse the accident. Both parties would be much better off if the money now spent for insurance were spent in the prevention of accidents.

SOUTH DAKOTA'S unfair discrimination act of 1907 has been held constitutional by the U. S. Supreme Court, and it seems likely that the similar acts of other states, which are patterned after it, will also be sustained, so that a firm or company doing business at more than one town in a state will not be permitted to indulge in ruinous competition at one station without taking similar steps at all other stations in the state. While the original act was aimed at the operator of a line of creameries, it would seem to affect the firms engaged in any line of business where they maintain a store or office at more than one point.

INCREASING the commissions for handling corn and oats does not meet with the approval of country shippers. It is but natural that they should protest against any change which will increase their cost of doing business, as they find it extremely difficult to buy on any wider margin. The trouble with most of the shippers is that they have all along been buying on too close a margin even to be safe against loss. Misgrading and heating have caused many of them very serious losses.

GRAIN SHIPPERS with elevators filled to capacity occasionally nerve themselves up to the point of refusing to load grain into the old, worn-out traps pushed upon their sidetrack for their shipments. Others spend their days and nights cooing the old cars, in an effort to make them carry all the load to market, and James Pearson seems to be one of this class, as he has brot forth a new idea in cooing, as is illustrated in this number, which will be a welcome suggestion to every shipper.

THE EXPLOSION at Waukegan last month again called the attention of the trade to the combustible character of powdered corn, when mixed in proper proportions with air and exposed to a flame. In this case it is claimed that only a spark ignited the corn starch dust, which resulted in the destruction of the starch house and the killing of 14 men. Elevators which are well equipped with a dust collecting system are much more healthful to work in and are not likely to be destroyed by an explosion.

CUT THROAT competition is no longer held up by anyone as being desirable. Observing people have come to learn that in most cases it means the death of the traders and eventually increased cost of the service to the people. Reasonable co-operation not only promotes business but insures reforms and economies which make possible smaller margins of profit without bankruptcy. Any community which encourages overbidding or price cutting does so at its own peril and it must eventually pay the bill.

CANADIAN MILLERS, and especially those of Manitoba, do not hesitate to blame the farmers of the Northwest with unduly depressing the wheat market by trying to force an enormous crop on the market in a few months. The manager of the Lake of the Woods Milling Co. insists that no central market can absorb a million and a half bushels of wheat daily for three months without becoming dyspeptic and grouchy. He maintains that millers do not care to buy a year's supply of wheat in 60 days, and holds that if the farmers insist upon blockading all the Canadian terminals, they must expect to suffer from extremely low prices.

COUNTRY SHIPPERS who load direct to cars from wagons frequently send a carload to market that is so uneven the inspector is puzzled beyond precedent to determine what would be a fair grade for the car's contents. One great advantage of having a well equipped elevator is so to clean and blow all grain received that it can be brot nearer to a uniform quality and obtain a higher price in the central markets. The shipper who neglects to use these facilities throws away one of the greatest advantages he has over the scooper.

THE FIRE INSURANCE companies and the fire marshals of the different states have come to classify all citizens into three classes—first, voluntary incendiaries; second, involuntary incendiaries; third, aiders and abettors of larceny. That truly is a very harsh classification, but to those familiar with the many fires occurring daily from preventable causes, it is not entirely unjust. The agitation, however, being waged in all parts of the country against our \$200,000,000 annual fire waste is sure to bring good results, for all are interested in reducing this needless waste, as all buyers of insurance are contributors to the fund used in reimbursing the owners of the property destroyed.

THE RAPID increase in the number of automobiles operated in several grain growing states promises early improvement in the roads of those states, and as soon as the roads are made passable at all times the farmers will hold more of their grain at home and market it leisurely thruout the year, when they have more time, and without gorging the central markets and unduly depressing prices. Every elevator operator would rather pay the farmer a high price than a low one, if he can do it without danger to his own narrow margin of profit. Then, too, if a higher range of prices prevailed thruout the year, the farmer would be better content to permit the elevator man a living margin.

THE ADAMSON BILL, empowering the Interstate Commerce Commission to make a physical valuation of the property of railroads and other common carriers, was passed by the House of Representatives last week without one dissenting vote. The Commission, it seems, favors the fixing of rates upon the basis of income on actual investment, and if it has its way, engineers and experts will be employed to make a detailed inventory of all the property of interstate carriers. If the Commission will show up the large percentage of watered stock upon which the carriers have been trying to earn dividends, then it is very likely that the shipping public will be in a position to request a reduction instead of permitting an increase in freight rates.

CINCINNATI SHIPPERS are working together to induce the railroads to set aside tracks to be known as grain inspection tracks, for the purpose of facilitating the inspecting and sampling of grain. The wonder is that the railroads entering every central grain market have not long since established such tracks, in order to hasten the unloading of their cars. It is difficult to conceive of a railroad so blind to its own interests as to deny or even neglect the establishment of such tracks.

SMALL CARS MAY SOON BE OBTAINABLE.

The Official Classification Committee, after refusing the request of the National Ass'n that it reinstate Note One of the Official Classification, which related to carload minimums, finally promised to take the matter under consideration. It has now advised the chairman of the transportation committee that "a sub-committee has been appointed to arrange for a conference with the Interstate Commerce Commission, looking to some understanding whereby a provision might be made for the use of small cars at their actual grain loading capacity, without involving the recognition of the right of the shipper to fix minimums by ordering small cars."

It seems that the Interstate Commerce Commission has held that if Note One was continued in the Official Classification, any shipper could request a small car from the railroad company and demand it within a reasonable time, so that if the railroad company was unable to furnish the small car, it must then supply a larger one and bill upon the basis of the car asked for. In other words, shippers would, by ordering a small car each time, establish a small carload as the minimum. This is not what shippers have attempted to do, because as a rule they would prefer a large car, especially in these days of large crops, but if the shipper loads a large car in excess of the minimum capacity of the car ordered, then it would seem right that he should be charged on the basis of the larger car.

The railroad companies have many small capacity cars, and occasionally shippers from country points and shippers to interior points have need for a small car, either because of a small quantity of a given kind of grain obtainable or the demand for a small quantity of a given kind of grain by an interior buyer. The present regulation makes it necessary for some shippers to use bulkheads and oftentimes to their own disadvantage, as it is difficult to prevent grain becoming mixed. However, for 90% of the shipments from country points large cars always have and always will be welcome. Shippers everywhere are equipping their plants with better cleaning machinery, and are able to bring all receipts nearer to a uniform quality. When all are well equipped to place their grain in merchantable condition, the demand for the largest cars will be even greater than at present.

A NEW BILL TO FACILITATE TRANSPORTATION.

Congressman Prouty of Iowa has introduced H. R. 26678, ostensibly for the purpose of facilitating transportation, and to prevent the use of railroad cars for storage purposes. On the face of it, the bill looks good, but when one takes into consideration modern railroad methods, it is quite certain that the enactment of the bill into law would prove of no benefit to the shipping public. For instance, at the close of Section 1 of the bill it is made unlawful for carrier to permit cars to be used for a period longer than five days, "provided said cars are needed for handling freight offered it for transportation." The only one who could tell when the carrier actually needed cars would be the carrier itself. The bill follows:

A Bill to Facilitate Transportation and to Prevent the Use of Railroad Cars for storage purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any railroad company engaged in interstate commerce to use or permit to be used for storage purposes any cars employed in interstate traffic, for a longer period than five days, whether demurrage is or is not charged for said use or detention by the shipper, provided said cars are needed for handling, with reasonable dispatch, the freight offered to it for transportation as a common carrier.

Sec. 2. That if any shipper shall order cars, which he does not load and consign for transportation, within forty-eight hours after same have been properly placed for loading, then the said railroad company shall immediately notify such shipper that unless same are so loaded and ready for transportation within three days from the giving of said notice, that the same will be removed by said company. If at the expiration of the said three days the same have not been so loaded and consigned for transportation, the said railroad company shall remove said cars and deliver them to other shipper or shippers, provided there are other shipper or shippers who have placed orders for similar cars, and which orders have not been otherwise filled.

Sec. 3. That if any such cars loaded with freight are properly placed for unloading by any such railroad company and the consignee does not unload or cause to be unloaded the same within forty-eight hours after the same have been so placed, then the said railroad company shall immediately notify said party that if the said car or cars are not so unloaded within three days from the giving of said notice that the said company will unload said cars and store said freight in its own or other warehouse at the expense of the said consignee; and it shall be the duty of the said railroad company to give said notice and to unload and store said goods as herein provided, and the said railroad company shall have a lien upon said goods for the reasonable expense of unloading and storing said freight. But nothing in this Act shall be construed as preventing any such railroad company from making reasonable rules and regulations providing for demurrage on such cars.

Sec. 4. That if any such railroad company shall fail, neglect, or refuse to furnish cars within five days after written order has been placed for same by any shipper, and said shipper is damaged by reason of said failure to so furnish cars, said railroad company shall be prima facie liable to said shipper for the actual damages suffered by him by reason of the failure of the said company to furnish said cars; and in addition thereto said company shall be liable to said shipper in the sum of five dollars per day for each car for each day said company fails to furnish same after the expiration of the said five days unless it be shown that the said railroad company has substantially complied with the requirements and provisions of this Act and notwithstanding the same has been unable to furnish said car or cars by the exercise of reasonable diligence.

Section 2 likewise provides that unless shippers load cars given them for freight within five days, railroad com-

pany shall remove them. Then comes the same condition as at the close of the first section, to-wit: "Provided there are other shippers who have placed orders for similar cars." Now who would know whether other shippers had placed orders for cars? No one but the railroad company.

In the third paragraph the railroad company is required to unload and store freight at the expense of the shipper, unless he complies within three days of its request to unload cars, and this is made compulsory, whether a car shortage prevails or not. The fourth paragraph is all very good, except in its last condition, to-wit: "Unless it be shown that said railroad company has substantially complied with the requirements and the provisions of the act." No shipper could tell this except he be located at the same point with many other shippers, whom he could communicate with.

If the country is ever to be blessed with legislation which will really facilitate the movement of freight, it needs a reciprocal demurrage law which shall provide for a nominal demurrage charge at the start, the amount to be increased each day the delay is continued, and such charge should be levied for the delay of freight cars or of freight, and the penalty should not be conditional upon anything other than the failure of the shipper or the carrier to perform his duty to the other.

Modern railroad experts can point with pride to the rapid movement of a car told by a Missouri grain shipper in "Letters" in this number. The K. C. Southern actually moved the car nearly a mile a day for two months, and the shipper has not sued for loss due to the delay, altho he is clearly entitled to damages. The railroad company was granted a right of way by the state, with the distinct understanding that it would provide transportation facilities for shippers along its route. Failing in this, it is clearly liable to the shippers for any damage resulting from its dereliction, regardless of whether or not it has sufficient rolling stock to meet the requirements of the shippers along its line. The carrier is not in a position to judge conscientiously as to whether or not it has exercised reasonable diligence in providing needed facilities for the shippers along its right of way. If it fails to provide cars within a reasonable time, or to move them over its right of way an average of at least 100 miles a day, then it is properly liable to the shipper for any damages which may result from its delay, and the shipper in turn who delays rolling stock, either at time of loading or unloading, should be taxed the same fee for delay that the carrier is taxed for delay in furnishing cars, or in moving them forward, and if either party can show actual damages in excess of the reciprocal demurrage charges, then they should be free to collect them in the courts.

SHIPPER ENTITLED TO DAMAGE DUE TO ERROR IN RATE QUOTED.

Grain shippers everywhere who have been led into heavy losses by the erroneous quotation of freight rates will be pleased to know that a Missouri shipper with backbone enough to stand up for his rights has brot suit for the difference in the rate quoted and the rate collected and obtained a judgment for the full amount. See report on page 869. Smart freight solicitors have frequently quoted the wrong rate intentionally and induced shippers to route grain over their lines with the bright prospect of obtaining a profit, when the solicitor knew that no profit would accrue.

As has been pointed out in our columns a number of times, the railroads have no right to charge any but the legal rate on freight. No doubt the traffic manager would oftentimes like to rebate to a shipper the difference between the quoted rate and the legal rate, but he does not dare do so. The shipper's only remedy is in a suit for damages. The Missouri shipper was charged 10c a hundred more than the rate quoted him, which was the rate inserted in the bill of lading. Naturally he was much put out about it and right-fully consulted an attorney, who has won his case in every court.

PACIFIC COAST READY TO HANDLE IN BULK.

Pacific Coast farmers once again are busy protesting against the heavy annual tax for bags in which they ship their grain. Each year they find it necessary to purchase about 40,000,000 grain bags, for which they pay about 8c apiece. No doubt the grain could be handled much more economically than in bags, and inasmuch as the opening of the Panama Canal will make the continued use of bags in export shipments unnecessary, it would seem high time that the Pacific Coast was adopting modern methods for handling and shipping its large and ever increasing crop of grain.

The Globe Mills has only recently let the contract for a bulk grain handling concrete elevator to be erected at Seattle, which will clean the grain thoroly before loading it into the company's boats, which will carry the grain to its California mills.

Several other countries, notably New South Wales, which are now laboring under the burden of expensive grain bags, are also seeking relief from this wasteful expense. Some farmers of the Walla Walla section have copied the plan of the North Dakota dealers, and purchased a number of metal grain bins for storing wheat on the farm until a timely market permits them to buy bags at a lower price.

It is not an easy matter for any section to jump from the handling of grain in bags to bulk handling. It takes time to secure the necessary facilities suited to the needs of the country, and some study for the people to become accustomed to the new methods of handling the crop. That bulk handling is much more practical and cheaper is doubted by no one who has investigated the two systems.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

SWITCHING CHARGES ON GRAIN AT KANSAS CITY.

Grain Dealers Journal: With respect to grain arriving at Kansas City, when switched to elevators on roads other than the receiving road, a switching charge by the switching road is assessed and collected of the consignee of the grain; and such switching charges are not absorbed on that movement. Yet when this grain is subsequently re-forwarded to competitive territory, the inbound switching charge which has been paid is, generally, absorbed by the outgoing road.—Respectfully, H. G. Wilson, Transportation Commissioner, Com'l Club, Kansas City, Mo.

HOW TO UNLOAD EAR CORN RAPIDLY?

Grain Dealers Journal: We wish to unload ear corn from the cars upon a drag that carries ears to sheller. At present we are using 6 or 7 men in the cars; but they do not supply the sheller with corn up to its working capacity, as the capacity of the sheller is 1,200 bus. per hour. Can the Journal give us the address of a manufacturer of a machine of this kind?—Hannibal Mill & Elevator Co., Elsberry, Mo.

Ans.: The only machine that would be of service is a power ear-corn shovel. With a double shovel two men probably could unload a car much quicker than seven men can with a hand shovel.

ALL RATE ADVANCES NOT SUS- PENDED.

Grain Dealers Journal: In the Journal Oct. 25 in "Changes in Rates" column we read that C., St. P., M. & O. rates which were put into effect Sept. 1, from South Dakota and Minnesota points to Chicago and Milwaukee, were suspended in supplements 4 and 6 to their grain tariffs. We are still being charged this changed rate of Sept. 1 and the railroad agent here states that the road has no such supplements as mentioned. We would like further information as to these rates.—O. F. Johnson, mgr. Farmers Elevator Co., Bigelow, Minn.

Ans.:—Supplements 4 and 6 of the C. & N. W. were in existence, but have been superseded by supplements 5, 7, 8, 9, and 10, to the same original tariff, No. 11475-A. Supplement No. 6 never went into effect, being superseded before its effective date by Supplement No. 7.

The rates actually in effect according to schedules during the time in question are those given in Supplement No. 5, issued Aug. 26, and in effect from Sept. 1 until canceled by Supplement No. 9, issued Oct. 17, and effective Oct. 21, issued under special permission of the Interstate Commerce Commission Oct. 10. The confusion arises because of a double cancellation of tariffs. Supplement No. 6 was a cancellation, and No. 7 was a cancellation of the cancellation, leaving No. 5 in effect. Supplement No. 8 was issued Oct. 12 and effective Nov. 15. Supplement No. 9, issued Oct. 17, effective Oct. 21. Supplement No. 10, issued Nov. 12, and will become effective Dec. 17.

Altho the rate from Bigelow, Minn., to

Chicago, Ill., was raised $\frac{1}{2}$ cent Sept. 1, to $17\frac{1}{2}$ c on wheat and $16\frac{1}{2}$ c on barley, the general freight department of the Chicago & Northwestern R. R. Co. states that this station was not among those affected by the subsequent supplements, and the rates from Bigelow have been $\frac{1}{2}$ c higher from Sept. 1 to the present time. The tariff issued by the Omaha road on which Bigelow is situated on Sept. 11 and effective Oct. 14 did not affect Bigelow. This is Supplement No. 8 to C. & N. W. 11322-A, now in effect on the C. St. P. M. & O. R. R.

SWITCHING CHARGES AT KANSAS CITY.

Grain Dealers Journal: Answering inquiry of the Kansas shipper, as to absorption of switching charges at Kansas City, beg to state that the shipper is ordinarily never charged with switching, as this is absorbed by the road taking out the grain.

In rare cases where a car is rejected by one buyer on account of misgrading, or going out of condition, and is sold to an industry on another line of railroad, an extra switching charge accrues, which the outbound road will not absorb, and in this case the switching is charged to the shipper.—Yours very truly, Moore-Lawless Grain Co., by G. A. Moore, Kansas City, Mo.

HOW CAN SHIPPER LEARN WEIGHT OF HAY?

Grain Dealers Journal:—I shipped 3 carloads of hay to a Chicago commission merchant, to be sold for my account. After running up a large bill for demurrage, he reported the sale of the hay, and on one car gave me the scale tickets of a firm in a nearby town, who deny having purchased any hay from any one since last March. It seems evident to me that the commission merchant has not given me a fair deal in this matter. As I understand it, the shipper is entitled to the name and address of the buyer of his shipments, and the commission merchant being the agent of the shipper, is entitled only to receive his commission. Any light on this subject will be greatly appreciated by J. M. L.

Ans.:—Unfortunately the firm you complain of is not a member of the Board of Trade, so it may be necessary for you to go into court in order to get name of buyer and his weights.

LIME CHLORIDE DOES NOT PRE- VENT FREEZING.

Grain Dealers Journal: In the Journal Nov. 10, page 710, I noted an article on "Fire Barrels," stating that calcium chloride will prevent the water from freezing and at the same time keep it sweet.

I called upon our druggist, but he did not have calcium chloride. He had chloride of lime, which he stated was the same. We have been experimenting with it; but have failed to get enough into the water to prevent its freezing.

What quantity per gallon is required of calcium chloride; and will chloride of lime prevent water freezing?

It is too expensive to use denatured alcohol at the rate of one gallon to three gallons of water, when the heat of the engine will evaporate the entire contents of the tank once in two weeks.—C. C. Terrell, mgr. for Chas. Miller, Taintor, Ia.

Ans.: The so-called chloride of lime is useless to prevent freezing and will corrode the tank. Calcium chloride is a heavy, grayish white, stony chemical that does not corrode the tank or evaporate. Adding 2 lbs. of the calcium chloride to the gallon of water will prevent freezing down to 18 degrees Fahr.; 3 lbs., down to 1 degree be-

low zero; 4 lbs., down to 17 degrees below zero; 5 lbs., down to 39 degrees below; $5\frac{1}{2}$ lbs. down to 54 below. A grade of calcium for this purpose is sold by Jas. H. Rhodes & Co. of Chicago.

ADDRESS OF DEALER IN SOY BEANS WANTED.

Grain Dealers Journal: Will readers of the Journal please give me the address of a good grain dealer in the south who handles soy or soja beans, a kind of bean that I understand is grown quite extensively in Mississippi?—H. P. Stoughton, Capac, Mich.

MUST SHIPPER REPLACE CAR OF WHEAT?

Grain Dealers Journal: C buys a car of wheat from B at "86c basis Kansas City." B buys a car to apply from A, who ships the car within contract time, and gets B/L issued at 1 p. m., Aug. 1st, and draws on B same date at 3 p. m.

At about 4 a. m., Aug. 2nd, the mill race breaks out, washing the dirt from under the track upon which the car is standing, and the car turns over, falling into a hole ten feet deep, and the contents are nearly all lost.

A then notifies the railway company of the loss and buys the salvage. Now, A did not notify B of the wreck. B took up the draft and drew in turn on C, who likewise being ignorant of the wreck, drew on D.

On Aug. 26th D notified C the car had not arrived. C got busy, also D, and were informed by the railway company the same day, 8/28, that the car had been wrecked and was a total loss.

D, C and B make their sale contracts basis Kansas City and A f. o. b. origin. Should A take up B/L and draft, paying B, C and D's profit and file claim with the railway company?

Should D accept B/L as a receipt for the property and the carrier as their agent and therefore look to the carrier for safe delivery, and not look to C, who would have equal rights with B? Would B then have to file claim or would A be responsible to B?

Should A have notified B, recalling the draft, which was not presented to B until Aug. 3?

This is an actual case which we have been up against, and we know of a similar one, and consequently would like to be cleared up on a few points, and feel sure a number of your readers would also be interested.—Respectfully yours, The Independent Grain Company, by E. W. Jones, Wichita, Kan.

Ans.: The buying of the salvage by A has little bearing on the case, except that it emphasizes the fact that he had knowledge of the wrecking of the car in ample time to recall draft and save B, C and D all the worry, expense and trouble incurred in their vain efforts to get possession of the wheat. If the wheat was sold "Kansas City weights and grades," then the delivery would not be completed until the Kansas City weights and grades had been obtained; in fact, it would not be possible to settle for the wheat according to the contract until they had been obtained, and if the car were wrecked any time before the weight and the grade of the grain were determined, it would seem to be incumbent upon A to look to the carrier, the transportation agency of his own selection, for a settlement of the loss, and then ship another car in fulfillment of his contract. Had A sold the grain, his weights and grades f. o. b. his track, and passed title for all of the shipment to B, who engaged transportation for it, the courts would probably decide that he no longer had interest in the grain at the time of the shipment, and the carrier would then be the agent of B.

The liability of A to the railroad company for the damage done by the breaking of

his dam has no bearing on his liability to B. The washout might have been caused directly by A's neglecting to provide or open sluice-gates. However, both the owner of the dam and the railroad might escape responsibility for damage done by declaring the washout due "to an act of God."

As soon as B discovered that A did not propose to ship the car of wheat as contracted, it was his duty to buy a car elsewhere and ship it to C in fulfillment of his contract. The liability of A to B, of B to C and of C to D was not changed by the washout. Our inquirer neglects to make clear what A contracted to do, but we presume that he contracted to sell a car of wheat f. o. b. his track, "Kansas City weights and grades," and therefore was liable to B for a car of wheat.

If the car had gone forward as billed and been robbed in transit, or was reported leaking in transit, A would have put in a claim against the railroad company for the shortage, and no doubt would have been paid. B, C and D, having no knowledge of how much wheat was placed in car, are not in position to prove a loss, and each invariably gets back to the man who sold him to make good any overdraft. The custom of the trade makes the railroad company the agent of the original shipper, and a failure on its part to deliver wheat he sells "destination weights and grades" does not release him from liability to the buyer for the wheat sold. Any failure of the carrier to supply cars or to deliver the wheat at destination within the time prescribed in seller's contract is the shipper's loss, not the buyers.

If the railroad is liable to anyone for the destruction of the wheat, it is liable to A, but not to B, C or D, neither of whom contracted with it for transportation. If the B/L for the wheat was a S/O B/L, as it shud have been, it was issued to A, and he assigned it. The railroad's contract for transportation of the wheat was made with A, hence it shud be held liable to him alone.

The wheat was destroyed before A's draft was presented to B, and A knew this, so he was a silent participant in the consummation of a fraud upon B. He knew that the wheat for which he was collecting money could not be delivered, and by his silence he became the active perpetrator of misrepresentation.

D's contract was with C, and C's contract was with B, and their claims lie only against the party who failed to fulfill his contract with them. A had no contract with C or D, and cannot be held liable for either their profits or the drafts they paid.—Ed.

REDUCED RATES made by German railroads on grain from Russia, which are bringing large quantities of low priced barley into the German markets at the opening of the feeding season, belittles the Dardanelles as a factor in the distribution of Russian crops. The reduced rail rates are lower than the water rates, and these latter have been reduced 25 to 33 per cent from the recent high level.

CONFERENCE TO BE HELD on Future Trading.

A. E. Reynolds of Crawfordsville, Ind., chairman of the Legislative Com'te of the National Ass'n, has invited the grain exchanges of the country to participate in a conference at Chicago Dec. 16 together with the members of the Com'te and the Council of Grain Exchanges in a canvass of the whole legislative situation with reference to the grain trade, including anti-option bills.

Affiliated state ass'n presidents and secretaries are invited to be present.

It is desired that the grain trade, including state ass'ns and farmers and other organizations, present a united front in demanding from Congress legislation that will not adversely affect the farmer and grain dealer, and the coming conference is intended to map out the legislative activity of the Com'te next year. The advisability of calling a general conference of the grain producers and dealers will be considered with a view to agreeing on bills that will have joint approval of all interests.

Besides federal inspection and grain standardization, the next Congress, convening in December, 1913, may legislate on future delivery transactions, the party then coming into power having in its platform a declaration against speculation in the products of the farm. Instead of posing as objectors to unwise laws drawn up by lawyers ignorant of the details of business, the different grain trade organizations will be far more influential with Congress if they prepare bills that will serve the purpose of exterminating bucket-shops and gambling without harming the legitimate transactions in grain for future delivery that are inseparable from a free and open market.

"THE LEADING SPECIALISTS of the Dep't of Agriculture educate their assistants. The outside world wants them and pays more than the law permits being paid in the government service," says Jas. Wilson, sec'y of the Dept. of Agriculture, in his annual report.

BITING INSECTS as carriers of pellagra are being investigated by the Bureau of Entomology of the Dept. of Agriculture, in South Carolina. Suspicion points to the biting stable fly or biting house fly, if pellagra can be shown to be carried by any insect.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

St. L., I. M. & S. 11956 passed thru Lebanon, Ind., Dec. 7, leaking corn badly at each end of car.—N. W. Mattix & Co.

Atlantic Coast Line 32887 passed thru Armstrong, Ill., Dec. 3, leaking yellow corn along side sill.—C. L. Wood & Co., per J. F. Ridge.

C. St. P. M. & O. 23396 passed thru Armstrong, Ill., Nov. 30, leaking yellow corn at end.—C. L. Wood & Co., per J. F. Ridge.

St. L. & S. F. 618, loaded with corn, passed thru Goodland, Ind., Nov. 26, leaking badly.—H. Murray & Co.

G. N. 123346, loaded with flax, passed thru Ross, N. D., Nov. 25, leaking at bottom of end door. Car was moving; therefore cud not stop leak, which was only a slight one but which will cause the loss of several bushels by the time the car arrives at the terminal.—C. A. Quist, agt. St. Anthony & Dakota Elvtr. Co.

V. & S. W. 920, loaded with rye, passed thru Lizton, Ind., Nov. 23, leaking at door. Did not have chance to fix it.—Wall Bros. Grain Co.

Soo Line 3480, loaded with barley, was set out at Cadott, Wis., with draw bar pulled out and broken king bolt; trucks were nearly pulled from under car. The car was patched up by car repairers but if it went to market in the condition it left here, there will be a heavy loss.—W. A. Smith, agt. R. E. Jones Co.

M. & St. L. 1412, loaded with ear corn, was transferred into G. N. 109350; Ia. C. 5736 was transferred into G. N. 35448 and G. N. — was transferred into C. & N. W. 13041 at Minneapolis, Minn., Nov. 15, as a result of a switching accident, in which one car was backed off the track in the yards and sent into the ditch. This car was demolished; number and initials unknown.—F. R. Durant, Minneapolis, Minn.

C. R. I. & P. 31335 passed thru Greensburg, Kan., eastbound, Nov. 20, leaking wheat at both ends above draw bar. I called conductor's attention to it and repaired the leak as best I cud, while car was in train.—O. H. Landrith, agt. The Kansas Flour Mills Co.

U. P. 65645 passed thru Bostwick, Neb., eastbound, Nov. 19, leaking a stream of wheat. Agent at Superior, Neb., notified.—Elliott & Myers, Superior, Neb.

C. I. L. 17189 passed thru Sycamore, Ill., Nov. 18, leaking oats from the side of car.—W. F. Murphy.

C. B. & Q. 32917 passed thru Towner, N. D., Nov. 15, leaking wheat badly at one end.—John W. Ekstrom, agt. Dodge Elvtr. Co.

Erie 71820 passed thru Bison, Okla., Nov. 12, leaking badly from draw bar.—Chas. A. Lorell.

Seaboard 25183 was in the yards at Andover, S. D., Nov. 11, marked "bad order." The side post was broken, doors open, seals gone and the car leaked wheat badly.—C. Ellsworth.

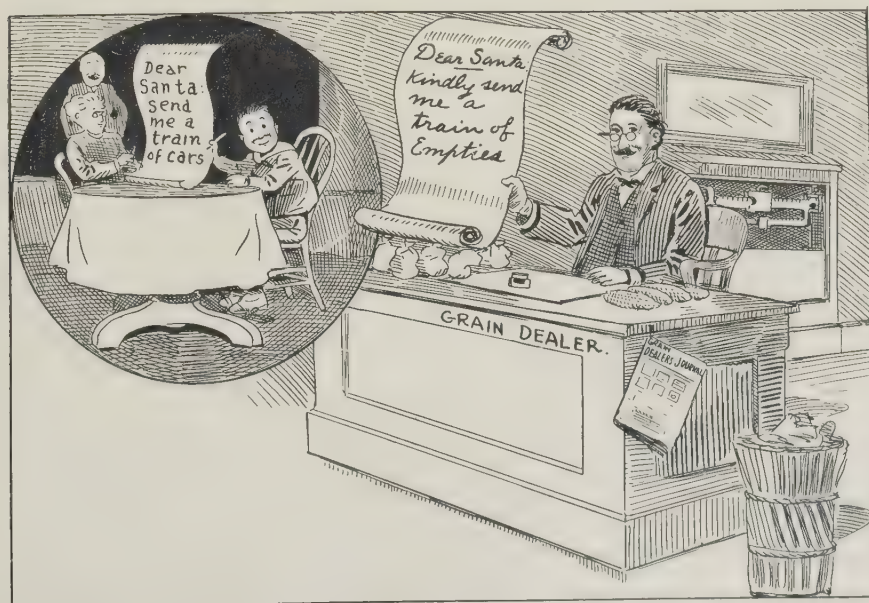
B. & M. 62336, eastbound, was set out at Courtenay, N. D., for cooping, leaking badly under draw bar.—C. H. Prosser, agt. Minnesota Elvtr. Co.

Frisco 29489 passed thru Andover, S. D., Nov. 5, leaking badly at side door.—C. Ellsworth.

C. M. & St. P. 33408 was set out at Lennox, S. D., Nov. 5, with the draw bar pulled off. The car, which was loaded with oats, was transferred by team into C. M. & St. P. 65588 on Nov. 9. Cud not find out if any grain leaked before car was set out here.—Nels Everson, mgr. Farmers Elvtr. Co. of Lennox.

C. P. R. 148236 passed thru Regina, Sask., Oct. 3, leaking wheat at door.—N. F.

Maine Central 4014, loaded with oats, west bound, presumably to Council Bluffs, Ia., or Omaha, Neb., was broken open in switching at Wall Lake, Ia. The corner of the car was broken open so that it leaked badly. Train men nailed boards over same to stop leak, but it continued to leak with every bump of the train. When the car was struck, it seemed it wud go to pieces, as it was hit so hard.—William Claussen.



The Same Old Wish.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

HANDLING HOT KAFFIR.

Editor Grain Dealers Journal: I was very much interested in reading the experiences of dealers in handling Hot Oats. Perhaps my experience in handling a car of hot Kaffir Corn would be of interest and might help some weary brother grain dealer.

We received a telegram, that is usual in such cases, saying: "Your Car Kaffir No. — has arrived Hot; cannot use on Contract; wire disposition."

Any shipper of grain receiving such a telegram is fully aware of what he is up against. Invariably it means a heavy loss. I took the first train for Kansas City and was there the next morning. I went to the Inspector's Office and found a sample of the Kaffir with the sampler's card written "3/4rds of the Car Hot, other getting warm." The Inspector went to the car and inspected it the second time and found it about the same, only getting a little worse than at the first inspection.

I obtained a "HOT KAFFIR RUSH ORDER" to have the car placed at the elevator for unloading. It was late when the car was placed, being 5 p. m. Saturday. Sunday morning I broke the seals on car and hired shovelers; shoveled all day; located the hottest part and put it in sacks; kept on shoveling until the next Wednesday morning, then it was ready to run through the elevator. I spent all the time in the car while it was being unloaded to see that it was all right. It required about five minutes to do this unloaded. The corn was then ready to run through the cleaner. In about eight minutes my car of Kaffir was cleaned and reloaded in another car. It was at once reinspected, applied on contract, and I was ready to start for home, having spent a week on the job.

This Kaffir was in the first stage of heating. Shoveling and working it over while in this stage will cool it off and the grain will not be damaged. If it is allowed to remain 4 or 5 days without attention it will sweat and steam. When it reaches this latter stage it does but little good to disturb it—in fact, it is better to leave it alone until it gets over its "buck ague." This is about the only thing I can compare it with. It requires from 60 to 90 days for it to sweat it out. After this is the time to get your picks, corn shellers and cleaners into action.

It often occurs that after having gone over the route it comes out in good condition, dry, sound, and all right, as it was before it started in on the bucking process. This may sound a little fishy to the uninitiated, but should you ever be called on to officiate at a Hot Kaffir doings, you will likely meet with the same conditions we have. Without doubt many cars of Kaffir have arrived in the central markets in a heating condition. If some of these cars had been examined and properly handled on unloading, a large part of the shipment could have

been restored to the original grade; but where it was all unloaded together, of course the bad would go with the good. My advice to brother shippers would be to go to the market yourselves and look after it. You will always find the elevator and commission men willing and anxious to give you all the assistance in their power. As to their looking after this HOT STUFF themselves, they have other affairs of greater importance to claim their attention. So if your grain gets Hot you must do your own shoveling.—J. C. Haines Grain Co., Augusta, Kan.

LOADED CAR MOVED LESS THAN MILE PER DAY.

Grain Dealers Journal: I have noticed all along that you have been interested in "car shortage." We have a case—while it is not a car loaded with grain, yet there are perhaps almost parallel cases in grain-laden cars, which is surely the LIMIT.

September 14th, 1912, car No. 9496 M. P., was loaded and consigned, by the Stewart-Peck Sand Co., Kansas City, Mo., to myself. Nov. 12th, 1912 (mind you it was in the same YEAR) this car was received at Drexel. Drexel is 53 miles from Kansas City, and the sand was loaded on a switch which is owned and controlled by the K. C. S. R. R. and from which it does its own switching so that this car was in its control all of the time.

Had a dealer held a car that long, every man from agent to president of the road would have been on his back, and he would have been out over \$50.00 for demurrage—even after getting all the possible credit for "not being placed," "bad weather," etc.

Can any one beat this for "delayed in transit"? I will add that there was no notation on the expense bill to show that the car had been in bad order at any time—and further Stewart-Peck, as well as ourselves, had been after the K. C. S. to get them to move this car. Beat it if you can.—Yours, respectfully, Harvey Reed, Drexel, Mo.

A SPARK from a Great Northern locomotive, which started a fire that swept the water front of Seattle, Wash., in June, 1910, and caused losses of thousands of dollars, was responsible for a \$300,000 damage suit brot against the Great Northern Ry. Co. by the Puget Sound Metal Workers and several insurance companies, settled out of court recently for \$75,000. Other suits are likely to be settled on a similar basis.

A NOVEL IDEA IN CAR Cooperage.

BY JAMES PEARSON.

So many of the older cars have their door posts driven full of nails and then bent over, making it impossible to nail grain doors on such posts without running grave risks of leakage in transit. About as good a method as I have tried is to tack old newspapers on the posts as shown in the illustration.

Take a paper doubled into four or five thicknesses and tack it to the door post, letting the bottom of the paper touch the floor of the car. Tack additional papers above each other, each overlapping the other, much in the manner of shingling a roof. When every door post is so treated, the grain doors can be nailed on. If the end of a bolt protrudes thru the door post, we bore a hole in the grain door, so as to fit over the end of the protruding bolt.

If old lumber is available the coopering can be reinforced by nailing a piece of 1x6 up and down the inside of the door posts over the papers. If it becomes necessary to bore holes for bolts sticking thru, bore them in the 1x6 pieces. One then has a firm place to nail the grain doors. Some of the cars have soft pine 2x4 spiked inside of the door posts for this purpose, but unfortunately many are not so provided.

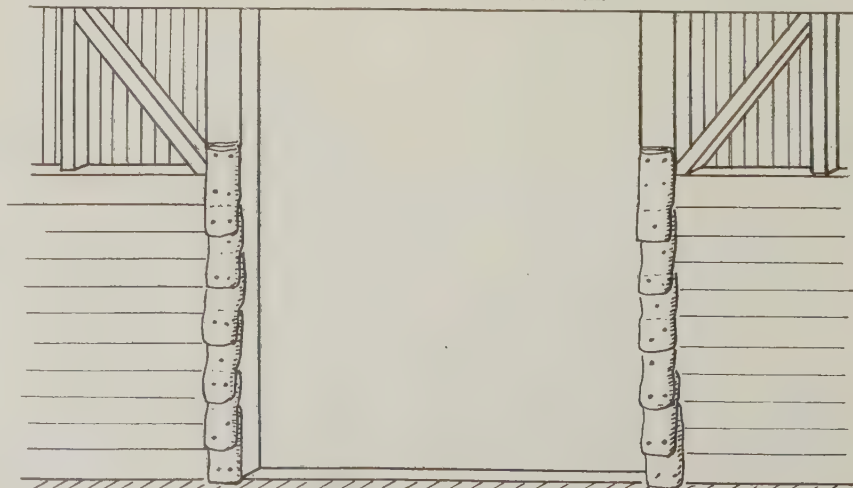
WHAT A BIG CORN CROP Means on the Farm.

E. W. Wagner has issued a special circular on corn. He believes corn is at a level that will attract capital. He says: "A record corn crop is a drastic farm happening—a bombshell on the farm."

"It means record hurry, work and hustle around the feed lots and the crib. The crop must be harvested and consumed; 3,160,000,000 bus. of corn obviously would overwhelm the terminals—if feeding is neglected. It means rustling for feeders and for live stock. It means telegraphing, motoring, bidding.

"Cheap corn will shake up the farming belts more completely than any other happening. It means recreations: a return to cattle and hog raising lore. Bulging corn cribs force the farmer to 'sweat' to remember the 20 per cent depreciation in cattle and 15 per cent decline in hogs in the last five years. To remember that Europe will take his last and every pound of bacon and beef.

"A 3,160,000,000 corn crop is an alarm at the farmer's bedside that will ring for a twelvemonth."



Door Posts Coopered with Old Newspapers.

SHIPPER RECOVERED FOR Rate Quoted in Error.

Shippers who have had to pay the higher schedule rate of freight when a railroad agent has quoted a lower rate will be pleased to learn that one shipper, A. B. Hunter of La Forge, Mo., has got judgment against the railroad for the overcharge and that this judgment was affirmed by the St. Louis Court of Appeals Oct. 8, on appeal from the circuit court of New Madrid County, Mo.

Hunter went to the Frisco agent at Lilbourn, Mo., and inquired the rate on corn to Birmingham, Ala., from that station and Marston, Mo., 6 miles distant. The agent said he did not have that rate but would wire and get it. A day or two later the agent told Hunter the rate was 14 cents, the same as to New Orleans.

Hunter shipped three cars of corn to Birmingham on this quotation, the agent inserting the rate of 14c in the billing; and shipped two cars from Marston, inserting the rate in the B/L.

On arrival at destination the carrier insisted that 24 cents was the correct rate and Hunter paid it under protest, the railroad informing him that under the Interstate Commerce Act the only rate was the schedule rate, that to accept less would render it liable for granting a rebate, and that the schedule had been furnished to its agent at Lilbourn for the information of the public as required by the Act.

The fact was the agent at Lilbourn had the schedule but did not know how to find the rate, and the rate he quoted was based on misinformation from another station agent. The Frisco did not post copies of the schedule in two conspicuous places in its station at Lilbourn for the information of the public, as contemplated by the Act, but instead posted a notice stating that such schedule was on file in the office and could be inspected on application to the agent. There was no evidence that the defendant had furnished a copy of said schedule to its freight office at Lilbourn, or that any copies thereof, or notice referring thereto, were posted in the station at Marston.

Judge Caulfield of the Court of Appeals, in affirming the judgment for \$309.32 in favor of Hunter, said:

Plaintiff made a prima facie case by showing the rate of freight inserted in the B/L to be 14 cents. It is true that the parties could not by agreement, mistake or otherwise fix a rate on an interstate shipment different than that established under the Interstate Commerce Act. But certain steps must have been taken by the carrier in order to establish a rate under that Act, so as to affect the public, and the burden of showing that these steps have been taken rests upon the carrier. *Wabash R. Co. v. Sloop, and Railroad Co. v. Horne*. These steps are filing the schedule with the Interstate Commerce Commission and publication of it.

"The publication intended consists in promulgating and distributing the tariff in printed form preparatory to putting it into effect." *United States v. Miller*, 223 U. S. 599, 32 Sup. Ct. 323, 56 L. Ed. 568. It contemplates the furnishing by the railroad company of copies to its freight offices. *Texas & Pac. R. Co. v. Cisco Oil Mill*, 204 U. S. 449, 27 Sup. Ct. 358, 51 L. Ed. 562.

The only evidence offered in that respect in the case at bar was the testimony offered by the defendant of the station agent at Lilbourn to the effect that the schedule had been furnished his office before the transaction in question with plaintiff had occurred.

Agent's Evidence Not Conclusive.—The probative value of his testimony depended upon his credibility, which was for the trier of the fact to determine; and a demurrer to the evidence, based, as it must have been, on the theory that such testimony was conclusive, was properly refused.

The Supreme Court of the United States said: "Publication and posting in the sense of the Act are essentially distinct. This is the import of the provision that the requirements relating to 'publishing, posting and filing' may be modified by the Commission in special circumstances; for, if publishing included posting, mention of the latter was unnecessary. And from all the provisions on the subject it is evident that the publication intended consists in promulgating and distributing the tariff in printed form preparatory to putting it into effect, while the posting is a continuing act enjoined upon the carrier, while the tariff remains operative, as a means of affording special facilities to the public for ascertaining the rates in force thereunder."

We take it the United States Supreme Court must have meant by "promulgating and distributing" the furnishing of the tariff in printed form to each freight office for which a tariff rate is sought to be established. It so indicated in a previous case, where, in holding "posting" to be unnecessary, it said: "The filing of the schedule with the Commission and the furnishing by the railroad company of copies to its freight offices incontrovertibly evidenced that the tariff of rates contained in the schedule had been established and put in force." *Texas & Pac. Ry. v. Cisco Oil Mill*, supra. And such is the common sense of the matter, for how could a tariff for a station, say Marston, be put into effect without making it known to the one in charge of that station, or by making it known only to the agent of Lilbourn, another station of equal rank?

A local station agent's authority extends only to the control of the company's business at his own station. *1 Elliott on Railroads* (2d Ed.) § 303. Of course, we do not hold that, in order to show that a rate had been established for a particular station, the printed schedule showing that rate need to be shown to have been sent to all other stations, the rates for which are included in such schedule; but we are of the opinion that, to prove the establishing of a rate for a particular station, it must be shown that the printed schedule had been furnished to that station, or to the agent in charge thereof. It would have been error, therefore, to declare in effect that the rate for Marston was established by furnishing a printed copy of the schedule to "defendant's depot and freight agent at Lilbourn."—150 S. W. Rep. 733.

MEETING OF ILLINOIS ASS'N Directors.

In addition to arrangements for the convention next June, the Board of Directors of the Illinois Grain Dealers Association approved the applications of 57 new members, which have all been reported except the following:

Simpson & Perry, St. Joseph, Ill.
Rossville Grain & Coal Co., Rossville, Ill.

J. R. Hale & Sons, Nashville, Tenn.
Hamman & Murray, Roberts, Ill.
Campbell & Ashmore, Kansas, Ill.
A. M. Eastburn & Co., Sheldon, Ill.
C. B. Munday & Co., Litchfield, Ill.
Beach-Wickham Grain Co., Chicago, Ill.
Moore Bros., Blue Mound, Ill.

Swearingen & Walker, St. Joseph, Ill.
The Board passed a resolution condemning the Corn Exchange of Buffalo, N. Y., for increasing the commissions on corn and oats.

Approved the reports of the Scale Committee and Claims Committee, of the Association.

Approved the action of the Committee opposing increase of freight rates on grain in Illinois, and directed it to continue its efforts in the same direction.

Accepted an invitation from the Chicago Board of Trade, with a "whoopie," to hold the twentieth annual convention next June in Chicago.

The Secretary made a report on finances, which, as usual, showed a fat balance.

The Board passed a resolution recommending Mr. Patrick O'Connor to Governor-elect Dunne for Chief Grain Inspector of Illinois.

Everything is in good shape.

Those in attendance were President Lee G. Metcalf; Directors W. L. Shellabarger, Decatur; H. A. Hillmer, Freeport; H. T. Truby, Joliet; U. J. Sinclair, Ashland; G. W. Cole, Bushnell; R. J. Railsback, Hope-dale, and Secretary S. W. Strong, Urbana.
S. W. Strong Secretary.

ILLINOIS SHIPPERS Resolve.

At a meeting of the Wabash Local Division of the Illinois Grain Dealers Ass'n, Thursday, Nov. 21st, 1912, and also at a meeting of the Paris Local Division of the Illinois Grain Dealers Ass'n, held Friday, Nov. 22nd, 1912, the following resolutions were unanimously adopted at each meeting:

CAR SHORTAGE.

Resolved, That the preamble and resolutions adopted by the Champaign Division of this association, October 13, 1912, in relation to the shortage of cars for the shipment of grain, be and the same is hereby affirmed as the sense of this meeting, and that the secretary be directed to forward a copy of same to the Railroad and Warehouse Commission, and that the Board of Directors of the association be requested to take such action as may in its judgment seem best to remedy the present conditions.

PROTEST AGAINST INCREASE IN COMMISSIONS.

Resolved, That we enter our positive protest against the increase of commissions for handling grain as were made effective November 1 by the Corn Exchange of Buffalo, N. Y., and that while this rule is active we will use our best efforts as individuals to forward our consigned grain to other markets and make every effort possible to reach the consumer in the east direct.

OPPOSED TO INCREASED FREIGHT RATES.

Resolved, That we are opposed to the increase of freight rates under the scheme now proffered by the carriers on grain in Illinois, believing it will in effect prohibit Illinois shippers from having access to the southern markets, and that we approve the prompt and efficient action of our officers in thus far preventing its being put into effect.

Resolved, That the secretary is directed to forward a copy of the resolutions to the Corn Exchange of Buffalo, N. Y., and the railroads where needed; and we respectfully request the Board of Directors of the association to carefully consider these matters at its next meeting.

THE AGRICULTURAL DEPARTMENT.

The growth of the Dept. of Agriculture since "Tama Jim" Wilson became its head in McKinley's administration, 15 years ago, can be noted by the great increase in the number of government employees in the department. At the close of the fiscal year, June 30, 1912, the number of officers and employees on the payroll of the department was 1,154 greater than a year ago, and 11,404 more than in July 1, 1897, when Mr. Wilson made his first report as Secretary of Agriculture. The employees located in Washington number 2,815, while 11,043 are employed elsewhere.

To carry on the work of the Dept. of Agriculture during the fiscal year ended June 30, 1912, Congress appropriated \$16,900,016 for the ordinary expenses of the department, in addition to which permanent annual appropriations and special appropriations amounting to \$6,190,826.15 were available, making the total \$23,090,842.15. Sec'y Wilson estimates \$18,287,230 will be necessary for the expenses of the department for the fiscal year 1914. The amount includes \$1,440,000 for agricultural experiment stations, and is an increase of \$1,635,734 over the appropriation bill for the fiscal year 1913. In addition to this, however, there will be available permanent annual appropriations amounting to \$5,689,200, making a total of \$23,976,430.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Pine Bluffs, Ark., Nov. 30.—Corn crop very large; quality fine; especially white corn of Mexican June variety. Planting of winter crops heavy, especially oats for winter pasture. — Westbrook Grain & Ccm'n Co.

IDAHO.

Lewiston, Ida. — D. W. Greenburg, chairman of the state grain commission has issued a complete report for the 1912 grain crop which places the total number of bus. of wheat produced at 13,500,000; oats, 9,690,000 and barley 5,635,000, or a total of 28,825,000 bus. of grain. In the northern counties a decrease in the yield under 1911 is estimated at about 20%, while a material increase has been evidenced in the southern counties, owing to the extensive cultivation of newly opened areas to dry farming. The irrigation projects and the dry farming areas have augmented the yield to a great extent.

ILLINOIS.

Piper City, Ill., Dec. 3.—New corn is grading better than any time during the past 5 years. We have handled about 65,000 bus. and only 2 cars have graded below No. 4.—G. D. Montellus.

Jacksonville, Ill., Dec. 5.—Husking nearly finished; yield below estimate; low quality; more or less soft corn; farmers holding for better prices; the longer they hold it the better condition it will be in. Hog crop low; cattle very scarce.—A. W. Wales.

Custer, Ill., Nov. 28.—Corn moving slowly; averaging 30 to 35 bus.; yield not as heavy as expected; farmers finishing husking. Last year we handled 90,000 bus. of corn; but that amount wud clean the country up this year.—E. L. Davis, asst mgr. Berry & Breckenridge Farmers Grain Co.

Urbana, Ill., Dec. 7.—Reports from 393 stations in 55 counties north of the Big Four R. R., St. Louis to Terre Haute, including the counties of Lawrence, Wabash and White, and excluding the counties of Cook, Lake, Kane, Dupage and McHenry, place the corn yield at 41.36 bus.; 1912 report quality 80.61% and 388 report 81.08% done husking; total yield 440,814,880 bus. Reports of 305 counties report wheat acreage 68.40% and 298 report present condition of growing crop at 95%. Farmers slow sellers at present prices.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

INDIANA.

Sheridan, Ind., Dec. 7.—No wheat to ship; ½ oats crop still in farmers hands; corn yielding 40 to 100 bus.; good condition.—Sheridan Mlg. Co.

Des Moines, Ia., Dec. 5.—Supply of hogs 30% below normal; shortage in cattle; makes Iowa crop really a double one.—Mr. McDougal, with Harper & Ward.

Syracuse, Ind., Dec. 3.—Wheat an absolute failure; largest oats crop ever raised here. Bumper corn crop; high quality; mostly gathered; little marketed; farmers holding for higher prices.—A. W. Strieby.

IOWA.

Arthur, Ia., Dec. 5.—New corn coming in; testing 18 to 20% moisture; grading No. 3 and 4.—C. W. Boyer, agt. Trans-Mississippi Grain Co.

Des Moines, Ia., Nov. 25.—Fine weather for curing corn; large yield; corn will be secured under most favorable circumstances for many years as there has been no snow and little rain since husking began.—B. A. Lockwood, pres. B. A. Lockwood & Co.

KANSAS.

Scandia, Kan., Dec. 5.—Late corn hurt by frost; early corn good; little corn moving on account low prices.—J. W. Berry.

Arcadia, Kan., Dec. 3.—Wheat all marketed; not enough oats and corn raised for the home demand; will have to ship in.—W. D. Konantz.

Topeka, Kan., Nov. 27.—Kansas again "Champion Winter Wheat State"; has raised between 1/5 and ¼ of all winter wheat produced in U. S.; acreage 7,815,342 acres; total acreage harvested 6,195,319

acres; yield per acre 14.24 bus.; total yield 88,384,920 bus.; largest yield since 1906; lowest prices in 5 years; 60% of crop marketed. Area sown in 1912 over 7,500,000 acres; condition 91; sowing still in progress, owing to scarcity of horses because of epidemic. Spring wheat acreage falling off; only 47,536 acres; yield 504,208 bus.; less than ¼ macaroni; durum not proving popular here. Total wheat yield 88,889,128 bus.; exceeds 1911 by 38,000,000 bus. Corn acreage smaller than last year; 6,884,044 acres; yield 156,499,382 bus.; 49% more than from larger acreage in 1911; most valuable corn crop ever grown in state. Oats acreage 1,512,660 acres; 30% less than last year; yield 42,298,386 bus.; 32% more than from larger acreage in 1911; yield per acre 28 bus.—F. D. Coburn, sec'y Kansas Dept. of Agri.

MICHIGAN.

Lansing, Mich., Dec. 1.—Wheat condition 90%; compared with 86% a year ago; total bus. marketed during November 157,353; 100 elvtrs. and mills report none marketed. Rye condition 92% compared with 88% a year ago. Condition of fall pasture 98%.—Frederick C. Martindale, sec'y of State.

Tekonsha, Mich., Dec. 4.—Growing wheat looking fine; put in last fall in good condition. Oats big crop; most all colored; will sell as No. 3 and 4; farmers holding oats and corn for higher prices. Corn fine; most of it in cribs. No rye to ship out; buckwheat good crop; good quality.—Abrams Grain, Feed & Seed Co.

MINNESOTA.

Marshall, Minn., Dec. 5.—Grain movement slow; corn picking done.—A. S. Morgan, agt. Northwestern Elvtr. Co.

Morris, Minn., Nov. 26.—Wheat yielding 15 bus.; mostly No. 2; movement light.—S. Steward, prop. Morris City Mills.

Hancock, Minn., Nov. 26.—Wheat, 15 bus.; mostly No. 2; about 60% still in farmers hands.—E. L. McDowell, agt. Duluth Elvtr. Co.

Graceville, Minn., Nov. 25.—Corn poor; not 20% fully matured; large acreage; none to ship out.—P. M. Mahoney, of M. T. Mahoney & Son.

Clinton, Minn., Nov. 25.—Corn crop only fair; acreage large but poor quality; yield 45 bus.; will be very little shipped.—G. M. Johnson, agt. Monarch Elvtr. Co.

Brooten, Minn., Nov. 27.—Barley yielding 20 to 30 bus.; grading No. 1 feed; about 40% still in farmers hands.—R. T. Reine, agt. Osborne-McMillan Elvtr. Co.

Clinton, Minn., Nov. 25.—Barley 40 bus.; grade No. 1 and 2 feed; acreage 10% larger than last year; fully 40% still in farmers hands.—L. A. Larson, agt. National Elvtr. Co.

Brown's Valley, Minn., Nov. 25.—Barley 30 bus.; grading No. 1 and 2 feed. Oats 60 bus.; grading No. 3 white; farmers holding on account low prices.—F. A. Monroe.

Glenwood, Minn., Nov. 27.—Barley yielding 30 to 40 bus.; grading mostly No. 1 feed. Oats grading No. 3 white; yield 50 bus.—Alfred G. Gandrud, agt. Atlantic Elvtr. Co.

Ortonville, Minn., Nov. 25.—Wheat yield 12 bus.; principally No. 2. Flax 10 bus.; good quality. Corn acreage large; poor quality; yield 35 bus.—D. E. Geier, of Geier Bros.

Brown's Valley, Minn., Nov. 25.—Wheat yielding 18 bus.; grading No. 1 and 2 Northern; from 40 to 45% wheat still in farmers hands.—A. L. Dean, agt. E. L. Mooers Elvtr. Co.

Clinton, Minn., Nov. 25.—Wheat yielding 18 to 20 bus.; mostly No. 2 Northern; considerable bin burnt wheat in the country; 70% still in farmers hands.—Wm. Mills, agt. Miller Elvtr. Co.

Clinton, Minn., Nov. 25.—Oats 55 bus.; average grade No. 4 white; 90% still in farmers hands. Not much grain being stored. Elvtr. filled to capacity; waiting for cars.—E. M. Utley, agt. Crown Elvtr. Co.

Brooten, Minn., Nov. 27.—Wheat yielding 12 to 15 bus.; mostly No. 1 and 2. Oats 35 bus.; grading No. 4 white; 45% of oats and 50% of wheat still in farmers hands.—L. C. Huset, agt. Amenia Elvtr. Co.

Morris, Minn., Nov. 26.—Oats yielding 35 to 50 bus.; grading No. 3. Barley 30 bus.; grade No. 1 and 2 feed; bleached over 9 bus.; grade No. 1. About 40% of oats, 35% of barley, 50% of wheat, and 15% of flax still in farmers hands.—H. O. Eames.

Appleton, Minn., Nov. 25.—Wheat 15 bus.; mostly No. 2; about 50% still in farmers hands; held for higher prices; not much stored in elvtrs.—H. W. Buchanan, agt. Northwestern Elvtr. Co.

Brooten, Minn., Nov. 27.—Flax yielding 12 bus.; good quality. Wheat will average 15 bus.; grade No. 1 and No. 2. Movement light at present.—A. J. Nelson, secy.-treas. Farmers Elvtr. Co.

Glenwood, Minn., Nov. 27.—Movement of grain light; about 50% of wheat, 40% barley, 25% oats, and 25% of flax crop still in farmers hands; not much grain in elvtrs.—B. Crossman, mgr. Farmers Elvtr. Co.

Hancock, Minn., Nov. 26.—Flax yielding 12 to 16 bus.; grading No. 1. Barley 35 bus.; grading No. 1 and 2 feed; 40% of barley, 10% flax and 35% oats still in farmers hands.—J. S. Danens, Mgr. Hancock Market Co.

Graceville, Minn., Nov. 25.—Wheat yielding 12 to 15 bus.; grading No. 1 and No. 2. Flax 10 bus.; good quality; small acreage. About 25% of wheat and 5% of flax in farmers hands.—M. T. Mahoney, agt. Monarch Elvtr. Co.

Appleton, Minn., Nov. 25.—Oats yielding 40 to 50 bus.; grading No. 4 white. Flax grading No. 1; yield 10 bus.; 25% still in farmers hands. Movement light on account low prices.—Nels E. Johnson, mgr. Farmers Elvtr. Co.

Ortonville, Minn., Nov. 25.—Oats yielding 45 to 55 bus.; badly mixed with wild oats; average grade No. 4 white. Barley 20 to 25 bus.; grading No. 2 feed.—F. W. Sanborn, sec'y and treas. Ortonville Elvtr. & Mlg. Co.

Brown's Valley, Minn., Nov. 25.—Flax practically all marketed; small acreage and yield. Wheat yielding 18 bus.; good quality. Movement the past three weeks slow; farmers holding for higher prices.—Geo. H. Bailey, agt. Thorpe Elvtr. Co.

Hancock, Minn., Nov. 26.—Oats yielding 40 bus.; grading No. 3 and 4 white. Not many oats moving at present prices, but considerable wheat coming to market. Cars scarce, most of the elvtrs. filled up.—J. A. Johnson, mgr. Johnson & Smokstad.

Graceville, Minn., Nov. 25.—Barley yielding 30 to 40 bus.; grading No. 2 feed. Oats 55 bus.; grading No. 4 white; about 30% of barley and 60% oats still in farmers hands. Movement light at present owing to low prices.—J. J. Higgins, agt. Miller Elvtr. Co.

Appleton, Minn., Nov. 25.—Corn 35 bus.; 40% soft corn; acreage 15% larger than last year; farmers holding for higher prices. Barley yielding 25 to 35 bus.; grading No. 1 and 2 feed; 40% of the barley and 25% oats still in farmers hands.—C. S. Stillwell, agt. Interstate Grain Co.

MISSOURI.

Mercer, Mo., Dec. 7.—Corn movement light; farmers show disposition to hold and crib and will hold till next summer unless market changes radically; husking returns disappointing in many sections; 30% of crop frost bitten or immature; chaffy and a good many rotten ears. Little wheat left in farmers hands; large crop of oats; few marketed; farmers feeding and holding for better than 30c. Weather mild and pleasant; looks like open winter; farmers wud market corn freely at 40c.—A. A. Alley, Alley Grain Co.

NORTH DAKOTA.

McKenzie, N. D., Nov. 30.—Threshing will last for another week; weather fine.—F. Long, agt. Victoria Elvtr. Co.

MONTANA.

Vaughn, Mont., Dec. 5.—Grain moving slowly; prices so low farmers holding for higher ones.—J. G. Hanson.

Conrad, Mont., Nov. 30.—Crop conditions were of the best this year; all kinds of grain yielding bumper crops.—Arthur D. Johnson, Johnson Grain Co.

NEBRASKA.

Moorefield, Neb., Dec. 3.—Wheat about all in; corn will be light; poor yield and quality.—Jas. Pearson, agt. Shannon Grain Co.

OHIO.

Weather fine for corn, but has played the mischief with the wheat. Thousands of acres in Pike, Ross and Scioto counties eaten up by fly and will be plowed up for corn. We find the fly in both early and late sown wheat, writes a Pike county dealer to C. A. King & Co.

OKLAHOMA.

McAlester, Okla., Dec. 8.—Have had good grain crops; wheat especially good; oats fine; acreage of all grains will be increased in 1913.—F. W. Foster, pres. American Grain & Seed Co.

GOVERNMENT REPORT ON WHEAT AND RYE.

Washington, Dec. 9.—The crop reporting board of the U. S. Dept. of Agriculture reports an area sown to winter wheat 2.5 per cent less than the revised acreage of a year ago; but the indicated crop, 572,430,000 bushels, greatly exceeds in promise the 389,942,000 bushels harvested in 1912. Acreage, condition and indicated yield by states follow:

State.	Acres.	Ind. yield, Dec. 1, 1912.	Condition—	
			1912.	1911.
N. Y....	342,000	7,695,000	94	98
N. J....	83,000	1,543,000	98	90
Pa....	1,326,000	23,868,000	95	92
Del....	116,000	1,855,000	94	94
Md....	618,000	10,876,000	93	94
Va....	754,000	9,048,000	92	94
W. Va....	239,000	2,390,000	91	95
N. C....	618,000	6,180,000	92	88
S. C....	82,000	918,000	94	87
Ga....	146,000	1,635,000	94	89
Ohio....	1,972,000	37,468,000	95	83
Ind....	2,214,000	38,966,000	93	82
Ill....	2,290,000	40,762,000	94	79
Mich....	870,000	14,877,000	90	86
Wis....	91,000	1,693,000	93	84
Iowa....	346,000	3,643,000	93	86
Mo....	2,350,000	37,600,000	95	85
Neb....	3,188,000	53,084,000	96	92
Ky....	7,080,000	123,192,000	92	88
Tenn....	756,000	9,072,000	85	83
Ala....	707,000	8,767,000	89	88
Miss....	33,000	363,000	88	90
Texas....	9,000	108,000	85	87
Okla....	758,000	9,399,000	83	72
Ark....	1,761,000	27,056,000	92	78
Mont....	103,000	824,000	91	86
Wyo....	557,000	15,874,000	95	94
Colo....	34,000	904,000	95	96
N. M....	222,000	6,149,000	97	88
Ariz....	46,000	1,334,000	88	77
Utah....	28,000	616,000	99	100
Nev....	186,000	4,464,000	96	96
Idaho....	16,000	1,400,000	99	93
Wash....	348,000	10,022,000	96	94
Ore....	1,138,000	27,588,000	100	91
Cal....	570,000	13,110,000	97	98
U. S....	32,387,000	572,430,000	93.2	86.6

Rye promises a yield of 41,000,000 bushels, against 35,422,000 bushels in 1912, and the acreage is 1.4 per cent less than a year ago. Acreage and condition by states follow:

State.	Acres.	Ind. yield, Dec. 1, 1912.	Condition—	
			1912.	1911.
Wis....	391	97	379	95
Mich....	400	96	384	91
Minn....	322	101	352	92
Penn....	301	99	298	97
N. Y....	143	98	140	96
N. J....	78	100	78	97
Ind....	78	103	80	94
N. D....	73	97	71	86
Neb....	68	98	67	95
Ohio....	64	110	70	93
Other....	560	98	551	93
U. S....	2,478	98.6	2,443	93.5

THREE "BUCKET SHOP" brokers in Germany were sentenced to imprisonment from three to five years, Nov. 28. The national organization of German bankers was behind the prosecution. The man who received the three-year sentence carried on a "bank" commission and financing business. It was shown that he did not execute the orders sent him. He was convicted for embezzling depositors' securities and must face another charge of fraud. The two bankers sentenced to five

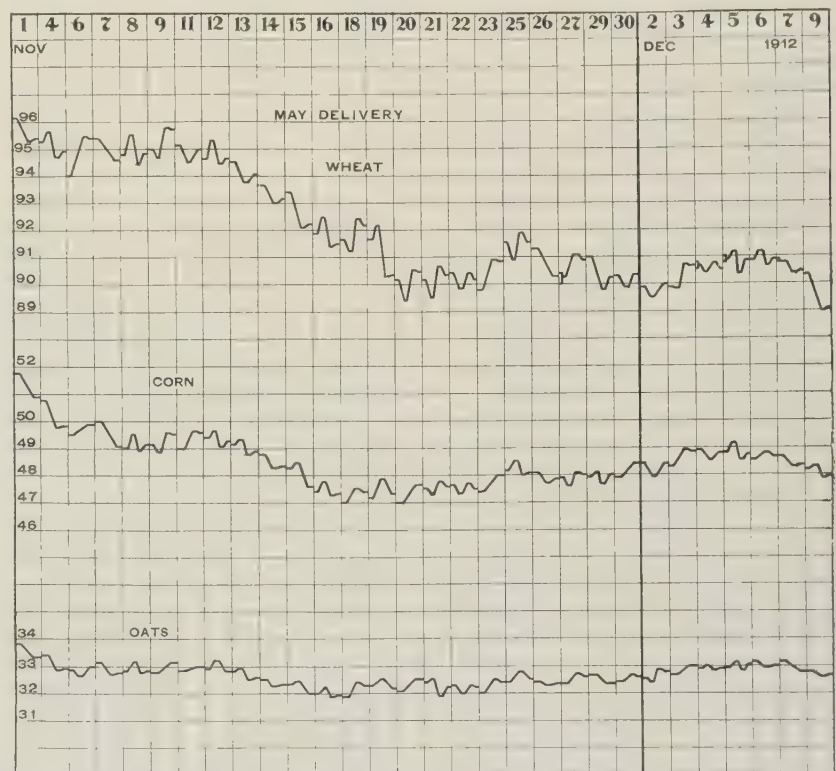
MAKING PLANTS grow by treating the surrounding atmosphere with electricity is the latest experiment of the United States Dep't of Agriculture at Arlington, Va. The wheat field now being treated has about two inches of the grain above the ground. Across the field about 16 feet above the ground and about fifty feet apart are stretched heavy wires, thru which a strong electric current is sent for a short time morning and evening. From these heavy wires are stretched smaller ones in a sort of network effect, covering the field. The electricity treatment is believed to be beneficial to the soil as well as to the growing plant life.

years' imprisonment were members of the same firm and their offense was against the bourse law.

SMUGGLING of Canadian grain dutiable at 25 cents and 30 cents a bushel is practiced on a large scale every year, as grain screenings, according to treasury officials of the United States. It is alleged that in screenings, invoiced at \$6 a ton and dutiable at 10 per cent of the valuation, there has been such quantity of wheat, dutiable at 25 cents a bushel, and so much flaxseed, on which the import duty is 30 cents, that the importations shud properly have been billed as grain, and that the government sustained heavy losses.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats during November and part of December are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY WHEAT.									
	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.	Nov. 29.	Dec. 30.	Dec. 31.	Dec. 1.	Dec. 2.	Dec. 3.
Chicago	91½	90¾	90½	90½	90½	90	90½	90½	90½	89
Minneapolis	87½	85¾	86¾	85½	85½	85	85½	85½	86	83¾
Duluth	87½	85¾	86¾	85½	85½	85½	85½	86½	86½	84
St. Louis	92¾	91¾	91¾	91	91½	90¾	91¾	91¾	91¾	90
Kansas City	85¾	84¾	85½	84½	84½	84½	85	85½	85½	83½
Milwaukee	88¾	87¾	87¾	87½	87½	86¾	87¾	87¾	87¾	85¾
Toledo	112½	111½	111½	110½	110½	110½	110½	110½	110½	109¾
New York	97½	96½	96½	96½	96½	96	96½	96½	96½	95¾
*Baltimore	100½	100	100½	100½	101½	102	102½	102½	101¾	99
Winnipeg	84½	83½	84	83½	83¾	83¾	84	84¾	84¾	83¼
Liverpool	103¾	103	102¾	103½	103¾	102¾	102½	103¼	103¼	102½
*Budapest	133¾	132¾	132¾	133¾	132¾	132¾	132¾	132¾	133	132¼

	MAY CORN.									
	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.	Nov. 29.	Dec. 30.	Dec. 31.	Dec. 1.	Dec. 2.	Dec. 3.
Chicago	48	47¾	48	48	48¾	48¾	48¾	48¾	48¾	47¾
Kansas City	44	45¼	45¼	45¾	46	46¾	46¾	46¾	46¾	45¾
St. Louis	46¾	46¾	46¾	46¾	47	47¾	47¾	47¾	47¾	46¾
†Baltimore	52½	52½	52½	52½	53	53½	53½	53½	53½	52½
†Liverpool	65	64¾	66	66½	67	66½	65½	65¾	66¾	65¾

*April del. †January del. ‡Year corn. °No. 2 red.

CROP IMPROVEMENT.

Macoupin County, Illinois, held a meeting the last week in November and the work of forming a county farm bureau was vigorously taken up.

The Soo farm special, conducted by the agricultural college of the University of Minnesota, completed a most successful 16-day itinerary thru Minnesota, Nov. 21.

North Dakota's corn and clover convention will be held at Grand Forks, N. D., during the week of Feb. 3. The Grand Forks midwinter fair will be held the same week.

A movement to increase the small grain yield of the state of Maine was started at the annual meeting of the Maine Seed Improvement Ass'n, held at Portland, Dec. 3 to 6.

The Tri-State Grain and Stock Growers Ass'n convention will be held at Fargo, N. D., Jan. 14, 15 and 16. The Corn Growers Ass'n will also hold its convention in Fargo on the same dates.

Gage County, Nebraska, is taking up the matter of crop improvement. The Commercial Club of Beatrice, Neb., and the directors of the several farmers elevator companies in the county are behind the project.

Jerry H. Moore, the 17-year-old boy of Mars Bluff, S. C., who has the distinction of being the champion corn grower of the world, was a feature of the recent land show in Chicago. The boy raised 228 bushels and two pecks of corn from one acre.

First prize for the best bushel of barley exhibited at the American Land & Irrigation Exposition, New York City, was won by H. E. Krueger, Beaver Dam, Wis. Besides the \$1,000 cup Mr. Krueger carried off a gold medal and \$150 cash prizes.

F. S. Welsh, agriculturist, N. Y. C. Lines, has been vigorously pushing the farm bureau plan in Oswego County, N. Y., and reports it is now practically organized and has selected its county agent and has applied for aid from the Crop Improvement Com'ite.

A crop improvement congress was held at Madison, Wis., Nov. 22, under the auspices of the crop improvement com'ite of the Wisconsin Bankers' Ass'n. The meeting was called for the purpose of uniting all of the interests working along crop improvement lines.

R. B. Dunlap has been appointed county agent for Blair County, Pennsylvania, with headquarters at Altoona, and has undertaken the work of organizing that county in order to qualify for aid from the fund of the Crop Improvement Com'ite of the Council of Grain Exchanges.

The following counties have just qualified for aid from the Crop Improvement Com'ite of the Council of Grain Exchanges and have each been sent checks for \$1,000: Bennington County, Vermont; Wood County, West Virginia; Chemung County, New York, and Catawba County, North Carolina.

Oklahoma grain dealers were responsible for much of the interest and enthusiasm evinced over the Rock Island's kafir corn special train, which toured the state from Nov. 25 to Dec. 10. C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, accompanied the train. Agricultural demonstration trains will be run by the Texas & Pacific and the International & Great Northern railroads over their lines in Texas the fore part of January.

Black Hawk County and Muscatine County, both of Iowa, have completed their organizations, have their county agents under contract and at work, and will shortly obtain a check for \$1,000 from the Crop Improvement Com'ite.

Russia has entered upon the work of crop improvement, the Czar having ratified a law which provides for the establishment and maintenance of agricultural experiment stations thruout the country. The government will furnish three-fourths of the funds necessary to carry on the work.

Herkimer County, New York, has applied for financial aid from the Crop Improvement Com'ite of the Council of Grain Exchanges for the purpose of establishing a farm bureau. The Herkimer County Farm Improvement Ass'n has been organized with 200 members. The Federal Government has promised financial assistance and a scientific agriculturist will soon be assigned to that county.

Results in the North Dakota corn growing contest, conducted by the Better Farming Ass'n, have been announced. Harper J. Brush, 12 years old, of Ransom County, won first honors in the southern division, winning an award of \$50. Theodore O. Dokken, Grand Forks County, was awarded first prize in the northern division. Young Brush had a mature corn yield of 71.78 bus. per acre, while that of Mr. Dokken was 68.25 bus.

If the adult farmers of Nebraska raised as much corn to the acre as the average yield secured by the first fifteen boys who have reported their results to the state corn contest, the state's crop would be \$50,000,000 greater than its present value. The first 15 reports show an average yield of 79 bus. per acre, nearly three times the average yield for Nebraska. Four of the 15 reports show over 100 bus. to the acre, 12 over 60, and one reaches 126. The state department of agriculture says reports show that it is not unreasonable to expect an average yield of 35 bus. in the entire state, with 50 bus. in more favored counties.—H.

The New England Corn Exposition, held at Boston the latter part of November, attracted 1,100 exhibits. The governors of each of the New England states gave silver cups as exhibition trophies. President Taft gave two cups, one of which was awarded to N. I. Bowditch, the winner of interstate honors in exhibiting the best ten ears of flint corn, and the other cup to Alfred Rooke, for the best exhibit of ten ears of dent corn. Mr. Bowditch also won the silver cup offered by George E. Stickney, Newburyport, Mass., for the best 36 ears of traced Stickney improved yellow flint corn, and the cup for the best single ear of flint corn. The exposition was held in Horticultural Hall.

E. J. Dowie, general industrial agent of the New York Central Lines, has consummated an arrangement with the Crop Improvement Com'ite of the Council of Grain Exchanges and has gone actively into a campaign with 1,500 district passenger and freight agents for the formation of farm bureaus in every county along the above lines. He has written personal letters to these agents asking them to co-operate with the railway company in bringing together all the forces in the county for agricultural development, so that uniform plans may be made to carry on this work. Active work will at once be taken up in the following states: Illinois, Indiana, Ohio, Michigan, New York, Pennsylvania.

TRYING EXPERIENCES OF A Grain Shipper.

It is becoming more and more important that shippers see to it that their Bs/L are filled out properly and signed in ink, as the banks are watching Bs/L, against which drafts have been made, with ever increasing vigilance. Not long ago I spent \$15 in telegraph and telephone tolls, in order to prevent drafts amounting to \$26,000 being turned down. After considerable investigation I found that the clerk who issued the Bs/L at Peoria signed them with a rubber stamp only, neglecting to write with ink his name or initials. This was discovered only after two days of worry and the railroad was then induced to wire destination that Bs/L were O. K. If all shippers watched carefully every B/L and were exacting as to the essential requirements of the banks being complied with, then clerks entrusted with the issuing of order Bs/L would oftener get them right, and shippers would be relieved of a world of care and worry.

* * * * *

I doubt if the freight traffic officials of any railroad are fairer to their shippers or make a more earnest effort to give shippers everything they are entitled to than those of the C., B. & Q., but even working under these conditions we are occasionally given an awful scare. One night during a heavy movement of oats at one of our stations, the farmers hauled in very late, and inasmuch as the quality of most of the receipts was the same, we were loading direct into cars. When the last wagon had turned back to the farm, we had about 500 bus. in one end of a car, so the car was sealed up for the night. In the morning our station elevator manager was up bright and early, expecting to finish loading the car before noon, but to his amazement, upon reaching the elevator, the half loaded car, as well as several much prized empties had been removed, whence or by whom no one knew. After several days' search the car was found in western Iowa and returned to our switch for the balance of its load, without the loss of an oat.—Geo. W. Cole, Bushnell, Ill.

* * * * *

One of the most puzzling tangles ever encountered in all my work settling claims for shippers was one presented by the Evans Grain Co. for loss in transit of grain amounting to \$127. The Evans Grain Co. had shipped grain in L. V. 82700 from a little station south of Decatur to a Buffalo firm and E. M. Wayne of Delevan, Ill., had loaded the same amount of grain in I. C. 82700 at one of his small stations, where he had no shipping scales. The Lehigh Valley was an 80,000 capacity car, while the Illinois Central was but a 60,000, but inasmuch as cars were scarce and Mr. Wayne's agent was instructed to load all cars as full as they would carry, he thought nothing of the remittance received from the Buffalo receiver. After a long, tedious search I discovered that the error was in the office of the Buffalo receiver, the cars having been switched by a sleepy clerk, so that Mr. Wayne was paid for the Lehigh Valley car while the Evans Grain Co. were paid for only what was in the Illinois Central car. It was evident that the clerks, in calling off the cars, had got I. C. and L. V. mixed. However, in due course of time I received a check from Mr. Wayne, sent it on to the Evans Grain Co. and all were happy.—S. W. Strong, Urbana, Ill.

NEW ELEVATOR AT CRAIG, Mo.

Missouri dealers were slow to provide modern facilities for handling bulk grain, but now that they realize the great advantage of handling grain thru an elevator, they are sparing no expense to get first-class equipment. Illustrated herewith is an up-to-date elevator just completed at Craig, Mo., by G. H. Birchard, for the Farmers Elevator Co.

The main building is 32 ft. by 33 ft. 6 in. on the ground and 50 ft. to the square, of crib construction. The driveway is 11 ft. by 33 ft. 6 in. Office and directors' room 12 ft. by 33 ft. 6 in. The engine room is 14x24 ft. and made of reinforced concrete. The cob house and dust room is 32x26 with solid concrete floor 6 ins. thick.

The foundations are all concrete and made very heavy allowing a large margin of safety. The basement of main building is made large to allow plenty of room to get all around under the building. The pit is made large so as to have room to get all around the two stands of elevators and sheller.

The entire basement floor is paved 6 ins. thick with concrete. The work floor is large and roomy with plenty of windows for light and ventilation. The cupola is large and high to allow plenty of room to get all around the machinery and to allow a good pitch for all spouting. It is made two stories with good light for both floors.

The main building is divided into nine bins all hoppers and the bins over the work floor are supported with heavy timbers 12x12 and 12x14 ins.

The entire building is covered with the best grade of galvanized iron thoroughly nailed with galvanized roof nails. The seams of all roofs are made double turned making them absolutely water tight.

The equipment consists of one Alamo Oil Engine, 35 HP., and so erected that all water will drain from engine as soon as shut down. The engine room has a 6-in. concrete floor and plenty of light and ventilation.

The 700-bu. Fairbanks hopper scale is erected on heavy posts that rest on solid concrete piers independent of the building. The scale is equipped with type-registering beam and is so erected that it can be thoroly inspected from the work floor. A large garner over the scale has a large iron gate operated from the work floor.

The Fairbanks wagon scale is equipped with a type-registering beam, placed in the office.

The two stands of elevators are equipped with 7x12 and 6x12 buckets. The one for elevating ear corn if desired. These elevators are equipped with "Standard" Elevator Boots and Birchard Distributors. The Barnard & Leas No. 7 Pitless Corn Sheller is placed in the pit. A Peerless all steel feeder feeds ear corn to the sheller or to the ear corn elevator as desired.

The No. 16 Constant Cleaner is placed in the cupola on the top floor with a distributor underneath reaching all bins, the garner over the scale and the direct loading spout.

All distributors are operated from the work floor. All spouting in cupola is heavy steel and so arranged as to reach all bins from the cleaner or direct from either elevator. This elevator is especially designed for economy of labor and maintenance.

A LOADING record was established by the Great Northern elevator S at Superior, Wis., recently, when 1,169,000 bus. of wheat was loaded into five steamers within 39 hours.

BAHIA BLANCA, Argentine Republic, increased its acreage under cultivation by 924,558 acres during the past year, making a total of 8,214,009 acres. The acreage is devoted to the cultivation of cereal crops.

THE "UNFAIR SALES" law's constitutionality was upheld Dec. 2 by the Supreme Court of the United States. The law makes it a crime in South Dakota to sell in one community at a lower price than in another.

CHANGE IN TRANSIT RULES

Agreed Upon by Carriers and Millers.

The serious problem of devising milling in transit rules that, while protecting the vested interests of the millers and grain dealers, would protect the earnings of the carriers and satisfy the requirement of the Interstate Commerce Commission that rates must be definitely scheduled, was practically solved by the millers and carriers at a series of conferences held at Chicago Dec. 3 to 6.

The Interstate Commerce Commission in a supplemental report No. 3002 by Commissioner McChord, given Nov. 12 and published in the Grain Dealers Journal Nov. 25, pages 806-807, placed the burden of readjusting the transit rates upon the railroads, stating: "These movements which are now illegal can be made legal by the carriers if they will adjust their thru routes and rates so as to provide specifically for the movement of products in the same manner that they have heretofore moved without tariff authority."

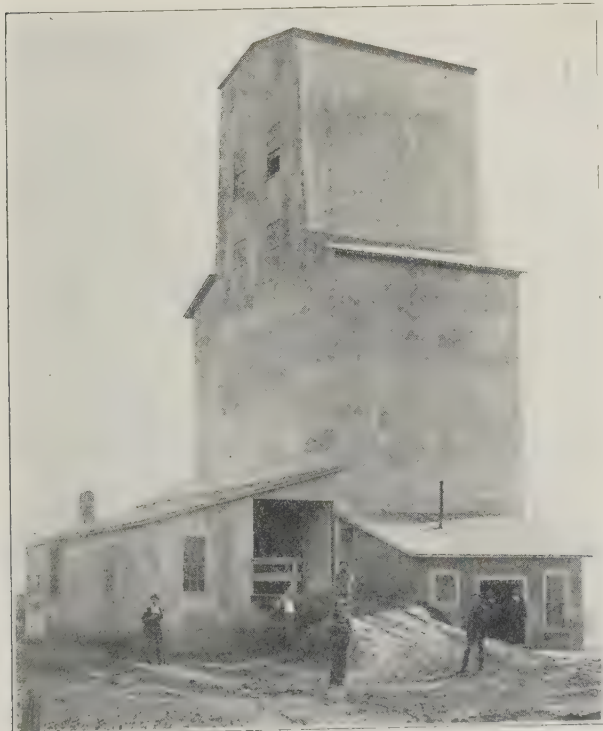
Accordingly the Southwestern Millers League requested a conference with the carriers, which was promptly granted, and began Dec. 3 in the rooms of the Western Trunk Line Ass'n at Chicago, where Chairman Hosmer and the officials of the interested roads extended the millers and grain men every courtesy.

At the general conference the first day the subject was freely discussed in all its bearings by Henry Lassen of Wichita, general chairman of the League; former Senator Chester I. Long, counsel for the League; Frank Kell of Wichita Falls, Tex.; George W. Curtis of Oklahoma City; C. L. Aller, Crete, Neb.; Geo. A. Schroeder, traffic manager for the Milwaukee Chamber of Commerce; Jas. A. McSwiggan, Denver, Colo.; Jule G. Smith, Fort Worth, Tex.; C. V. Topping, sec'y S. W. Millers League; G. A. Kimball, transit inspector in the southwestern territory, and Martin E. Casto, traffic mgr. of the League. The League represents nearly 2,000 millers in Kansas, Oklahoma, Missouri, Texas and Nebraska. It was voted that so large a meeting, nearly 100, probably could not come to an agreement, and that a smaller joint conference com'tee should be appointed by Chairman Hosmer for the railroads. Among the railroad officials on this com'tee were F. R. Houghton, traffic mgr., chairman; J. R. Koontz, G. F. A., both of the Santa Fe; B. F. E. Marsh of the Santa Fe at Topeka; G. A. Kimball. Representing the millers on the conference com'tee were Henry Lassen, Frank Kell, George W. Curtis, W. H. Marshall, Joplin, Mo.; C. L. Aller, J. A. McSwiggan, ex-Senator Long, Martin E. Casto.

The conference com'tee met Wednesday, Thursday and Friday, and the millers succeeded in drawing up a phraseology for milling in transit regulations that was satisfactory to the railroad officials.

In the new phraseology both the percentage regulation and the color scheme are eliminated, thereby making the regulations perfectly workable.

Dec. 6 Senator Long and Judge Cowan left Chicago for Washington to request the Interstate Commerce Commission for a hearing that would give the Commission an opportunity to set its approval on the new phraseology, when by publication in the tariffs of all the carriers the new rule would go into effect everywhere.



New Elevator at Craig, Mo.

CIRCULAR CONCRETE Marine Tower at Buffalo.

The rapid approach of the close of navigation has prompted the elevator operators at lake ports to speed up their plants, with the result that some new records have been made in the rapid loading and unloading of grain from lake vessels. The Canadian government's elevator at Port Colborne, Ont., which has 4 marine legs, is credited with having removed 333,000 bus. of wheat from the S. S. "Emperor" in 11½ hrs. The Mutual Elevator at Buffalo, which has but 3 marine legs, has also done some rapid work, while the Marine elevator unloaded 421,000 bus. of wheat in 15½ hrs. The fastest single marine leg is no doubt the new leg connected with Washburn Crosby's Elevator "C" at Buffalo, which has unloaded over 22,000 bus. of wheat an hour.

Washburn Crosby's reinforced concrete tower is the first circular marine tower to be constructed. It is 32 ft. in diameter and rises 167 ft. 2 in. above datum. Its walls are 8 in. thick and it has interior partition walls of concrete, which extend from the foundation mat-

trass to the top floor, as is clearly shown in the plans illustrated herewith. Openings are provided in these walls at different points, to permit access to machinery and to facilitate the operation of the tower.

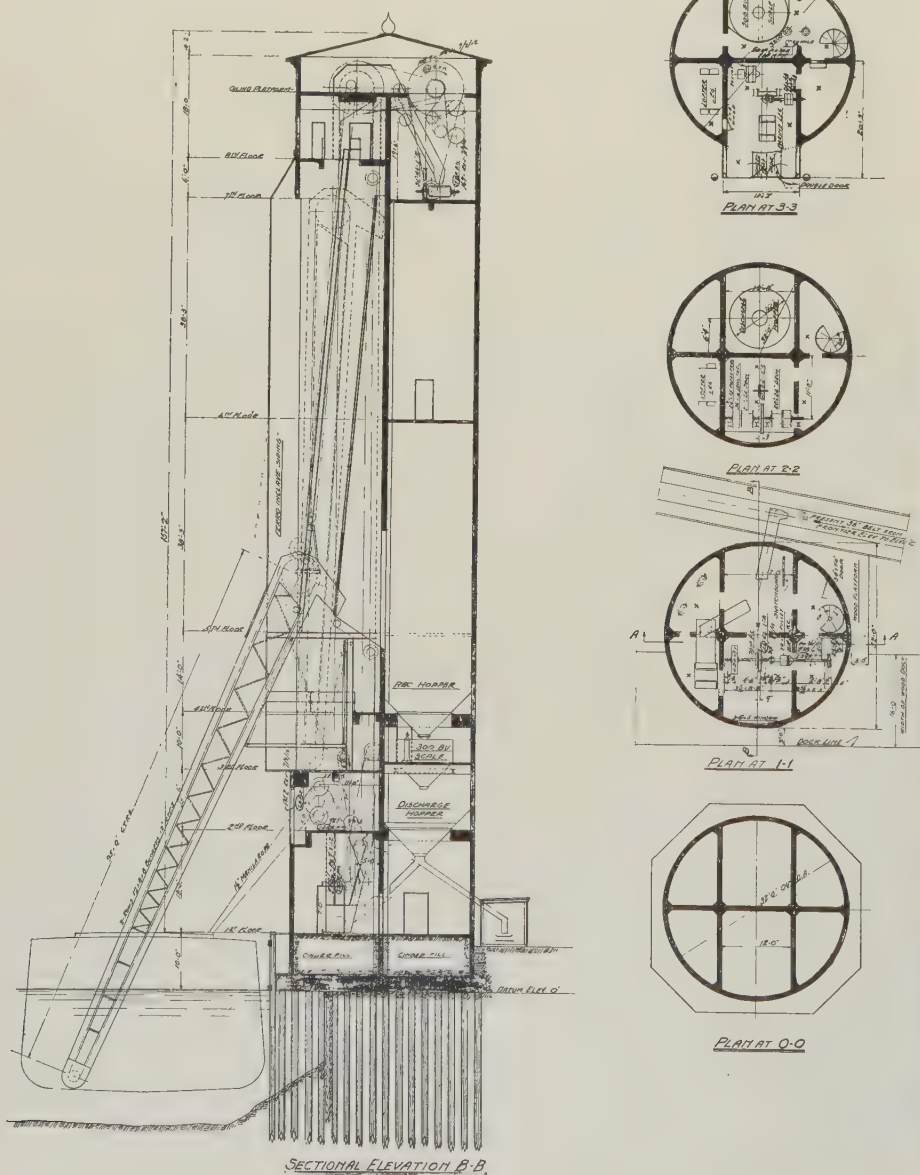
The tower is supported on a 36-inch concrete slab, resting on 60-foot piling. It was built with movable forms, the pouring of the concrete being continuous day and night, and James Stewart & Co.'s patented jacks were used for lifting the forms, so that the uniformly smooth surface shown in our exterior views given herewith was obtained.

A hood built of structural steel, and covered with ferro-inclave cement plastered walls, is provided to shield the tower on the water-side. The hood is equipped with a jointed door, so that the opening provided for taking leg in and out may be closed during inclement weather. The roof of the tower is formed of concrete with quarter pitch and covered with waterproofing compound. No combustible material of any kind was used in the construction of the tower. The window frames are of metal, filled with wire glass, supplied by

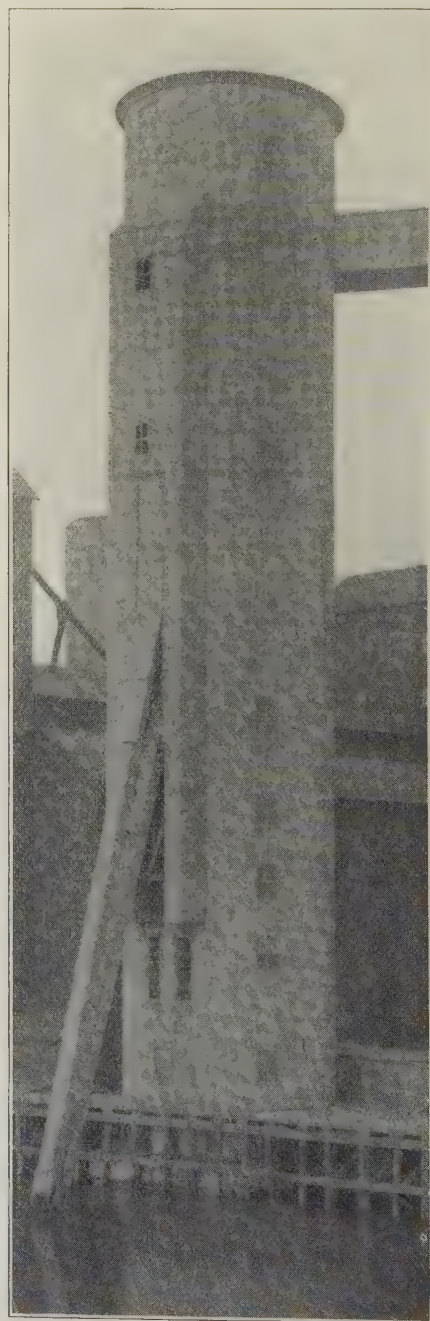
the Sykes Roofing Co. A cast iron spiral stairs affords access to each floor.

Grain is lifted from boats by means of a marine leg of the cross-head type. It is counter-balanced and provided with a hoisting drum, for controlling its position in the boat. A pusher arm permits operator easily to move the great leg laterally. The leg is equipped with two rows of 12x8x8 inch buckets 12 inches center to center, and it has elevated over 2,200 bus. per hour. Ship shovel drums are provided for operating scoops in the hold of the vessel, to bring the grain to the boot of the leg, after it has removed all the grain within reach of the cups. The drums are engaged and disengaged by means of paper frictions, controlled by means of lines operated by workmen in the hold of the vessel.

After being elevated from the boat, the grain is dropped into a large receiving hopper, with a capacity of 1,500 to 3,000 bus., depending upon the position of the elevator head. An apron is



Elevations and Sectional Elevation of Marine Tower at Buffalo, N. Y.



Marine Tower, Buffalo, N. Y., with Leg Dropped to Water.

formed under the mouth of the spout from the elevator head, by means of a 4-ply rubber belt, reinforced with steel bands, which resists the pressure of the grain and diverts it into the receiving hopper.

From the receiving hopper the grain is dropped into a 300-bu. Fairbanks hopper scale. An anti-friction roller gate on the opening of the bottom of the receiving hopper gives the weighman easy control of the flow of the grain, thus enabling him to trim his drafts rapidly and accurately. The scale hopper is equipped with an automatic closing device in the form of a 30-in. drop gate, so that it can

be discharged quickly into the discharge hopper below and the scale made ready for a new draft.

The discharge hopper underneath has a capacity of about 800 bu., and from it grain may be diverted to the boot of the lofting leg or onto the rubber belt in the conveyor gallery, by which the grain is taken to the tanks of the Washburn Crosby Elevator "C."

A relofting leg elevates the grain to the top of the marine tower and dispatches it onto a 42-in. rubber belt conveyor, running thru a bridge to the tanks of Elevator "C." This leg is equipped with two rows of 18x8x8 in. buckets 13 inches center to center. Provision is also made to spout grain direct to tanks now under construction for the Frontier Elvtr. & Mill Co.

All of the machinery is driven by electric motors of 25 cycle 3 phase 440 volts. A 75 H. P. motor mounted on a cross-head drives the marine leg by means of a gear drive. A 50 H. P. motor drives the ship shovels, the pusher arm and the hoist, by means of belt and rope drives. A 100 H. P. motor located on the 7th floor, drives the relofting leg and the belt conveyor from the head to the tanks of Elevator "C."

The entire plant is illuminated by incandescent electric bulbs. A complete electric signal system is provided for the tower and an automatic cut-out installed on the dock makes it possible to stop the marine leg instantly.

The old Frontier Elevator adjoining this marine tower is now being demolished, preparatory to the building of 30 reinforced concrete tanks of 2½ million bushels capacity. They also will receive grain from the marine tower illustrated herewith. The marine tower, its arrangement and equipment were designed and erected by James Stewart & Co.

SALES UNDER THE MILWAUKEE Rules.

In a case where a carload of grain purchased for shipment to Milwaukee was found to be out of condition on its arrival, the matter was submitted to the proper officers of the Chamber of Commerce for their judgment, with the following result:

"If you had bought the contents of a particular car, the car number being given at the time of the sale, you might, unless the contract contained a provision that off-grades were to be applied at a discount, reject the grain, throwing it back on the seller's hands, and he could not claim the right to ship another car, nor could you demand one. If, however, your purchase called for a car of grain, no special car being named, and the grain arrived out of condition and was taken off your hands by the shipper, it would be your right to demand and would also be the shipper's right to expect you to accept another car of grain equal to contract. Both of you must be ready to fill your contract; and the shipper will be filling his part of it by shipping another car at any time during the term of the sale.

"Now, if the contract time has expired at the time that you reject the grain as being out of condition and not up to sample, you, as the buyer, have the privilege, under Section 12 of Rule 11, of either canceling the sale or buying in, but you must notify the shipper which course you propose to take. If he then ships a car of contract grain you must accept it, pro-

vided he ships it within twenty-four hours and wires you of his action. If he fails to do this, you must either consider the transaction canceled or may buy in, as suits you best."—*Doings in Grain.*

THE EFFICENCY OF YOUR Agent.

BY O. P. M.

The success of the average line elevator depends largely upon the knowledge, tact and experience of the local manager, and this ability to keep the station on the credit side of the ledger depends upon his willingness to keep posted on the advancement being made by the progressive men in the trade.

An agent can pay just what he is instructed to pay, ship as he is told to do, and still lose much trade, or each year show a diminishing profit. He means well, but he has failed to keep up with the times, so has lost interest in the business. Many opportunities to turn a station's loss into a gain have been sacrificed to the agent's sluggishness.

The agent who does not grow soon becomes stale, while he who reads carefully and considers seriously the problems, experiences and opinions of other grain dealers not only becomes posted on the rights of his employers, but becomes keenly alert to their interests and involuntarily checks many wasteful leaks.

The elevator manager who never thinks of the dangers of the machinery he operates or of the fire hazards of the plant under his control surely will not guard against these dangers near so vigilantly as one who does read of them, talk of them and think of them. The same argument will hold good on every duty the agent has to perform, whether it be cooping a car, splicing a belt, cleaning a bin or grading grain submitted for a bid. The more attention he gives to the different features of the business the better prepared will he be to promote the interests of his employers and of his customers.

We need the Grain Dealers Journal.—J. W. Geary, Freeland Park, Ind.

The Grain Dealers Journal is all right and I like to read it.—J. R. Murill, La Crosse, Wis.

The Journal, as I think it, meets the grain man's needs.—J. R. Thomas & Co., Carnegie, Okla.

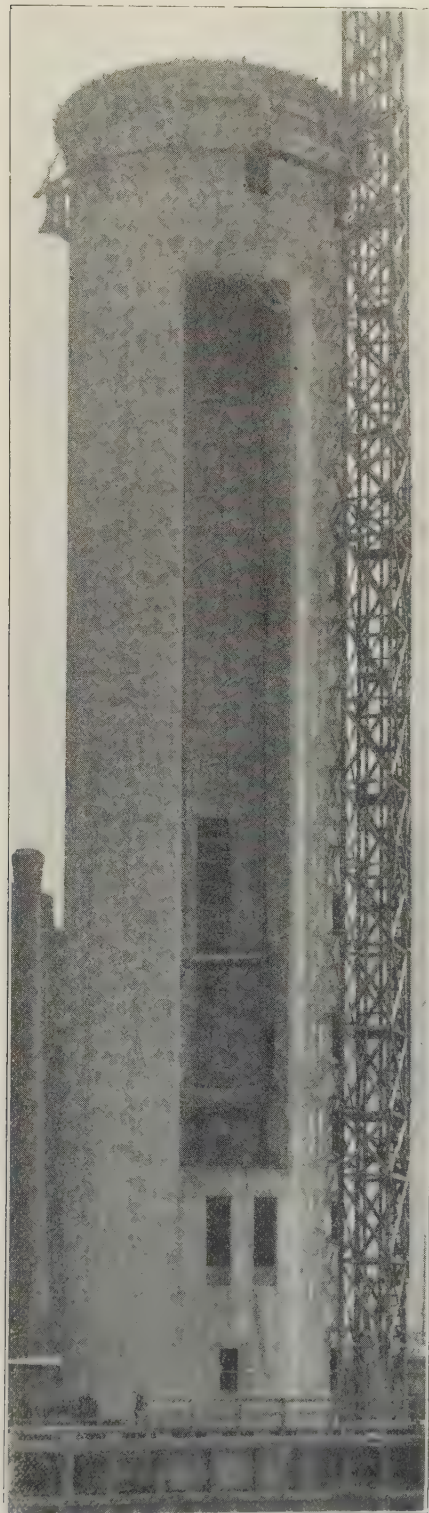
I find a great deal of valuable information in the Grain Dealers Journal.—J. W. Shinnick, Kelso, N. D.

I have been a steady reader of the Grain Dealers Journal for four years and feel lost without it.—H. B. Highum, Tolna, N. D.

We don't see how we have gotten along without the Grain Dealers Journal heretofore.—Westbrook Grain & Commission Co., Pine Bluff, Ark.

THE 1912 bumper crops will net the farmers \$85,000,000 more than in 1911, according to the Van Dusen-Harrington Co., which backs up its statement with government statistics.

We have been well pleased with every number of the Grain Dealers Journal and know that the subscription price does not in any way measure the value of it. The Journal is good, practical, and interesting. It has our best wishes for continued growth and success.—Claffin Grain, Fuel & Stock Co., Claffin, Kan.



Wall of Concrete Marine Leg Tower Before Leg Was Installed.

MONTANA DEALERS MEET at Helena.

The annual meeting of the Grain Dealers Ass'n of Montana, was held in the parlors of the Grandon Hotel, Helena, Mont., Dec. 7th, with representatives from every section of the State present, including F. L. Benepe, President, J. W. Sherwood, Vice Pres., G. M. Porter, Sec., and L. F. Miller, Treas., together with a majority of the board of directors.

The primary object of the Association is to encourage and co-operate with the farmers in securing purer seeds and varieties of grains best adapted to Montana's climate. It was the consensus of opinion that the development of the agricultural interests of the State could best be served by an organization of this kind, by a co-operation with growers and dealers. The discussion was general as to the most economic method of handling grain, and also the general development of the natural resources of the State.

The organization is yet in its infancy. About 30 members were present.

Efforts are to be made to include in this Association all farmers, independent and line elevators throughout the State.

The meeting was called to order by the Pres., F. L. Benepe, of Bozeman, who is the oldest grain dealer in the State, and who came to Gallatin Valley and has been engaged in the grain business since 1877. Mr. Benepe gave a very interesting talk on the methods of handling grain in the early days, and the development of the industry from its first inception to the present time. He predicted that, in a very short time, Montana would be the leading State in the production of grain in the Union.

Montana has reached a point in the production of grain, where a large portion of the products must be shipped out of the State. The fact that much of its grain must seek terminal markets has necessitated certain changes in its marketing conditions, and has seemed to necessitate an organization of the grain shippers.

This State has, in recent years, secured the major portion of the prizes offered for grain, at all the National contests, of which we are naturally proud, and feel that, under advantageous methods of farming, we will not only gather in the prizes for the best grain, but also will be the foremost State in the Union in the growing of same in point of volume. It was predicted at this meeting that the time was not far distant when we would be producing at least 100,000,000 bushels annually, and that when all of our agricultural land had been put under the plow, we would produce at least double this amount.

Those in attendance profited by exchange of views with their fellow deal-

ers, and the session closed with a feeling that all had been amply repaid for their attendance. The business of the Association closed with the afternoon session.

A banquet and smoker were held in the Grandon Hotel at 8:30 P. M., when the order of business was a general good time.

Among those in attendance were: F. L. Benepe, F. L. Benepe Grain Co., Bozeman; W. F. Williams, Treasurer State Milling Co., Manhattan; C. W. Sweet, of the Bozeman Milling Co., Bozeman; August Schwackheim, Cascade Milling & Elevator Co., Cascade; J. W. Sherwood, Royal Milling Co., Great Falls; W. H. Pierce, of Rocky Mountain Elevator Co., Great Falls; T. H. Hall, St. Anthony & Dakota Elevator Co., Minneapolis; D. D. McMillan, of Montana Central Elevator Co., Minneapolis; C. R. McClave, Montana Elevator Co., Lewistown; Ralph Denio, J. W. Denio Milling Co., Sheridan, Wyoming; L. F. Miller, The Russell-Miller Milling Co., Billings; W. C. Harlan, Hamilton Flour Mills Co., Hamilton; S. P. Epler, Occident Elevator Co., Billings; Chas. E. Beebe, Beebe Grain Co., Butte; A. W. Finch, Broadwater Elevator Co., Townsend; G. A. Bailey, Hawkeye Elevator Co., Helena; G. H. Beckwith, Beckwith Mercantile Co., St. Ignatius; F. R. Bowen, Farmers Elevator Co., Townsend; H. E. Clack, Independent Elevator Co., Havre; H. S. Anderson, Farmers Elevator Co., Stanford; T. P. Wood, T. P. Wood & Co., Helena; G. M. Porter, Billings; T. L. Martin, T. C. Power & Co., Helena.

Congressman C. C. Bowman, Eleventh District, Pennsylvania, has personally undertaken the work of organizing a farm bureau in Luzerne County, Pa. J. N. Conyngham of Wilkes-Barre is co-operating with him.

ACCIDENT VICTIMS under the operation of the English employers liability law in 99 per cent of the cases elected to accept their reward under the law rather than have recourse to the courts. The report is for 1910 and 1911.

PREPARING for possible war, the government of Switzerland is filling its military storehouses with wheat and corn from the United States and Canada. The Balkan disturbances have interrupted means of transportation between south Russia, the Balkan states, Turkey and the northern European countries, and cut off Switzerland's supply of wheat and other grains, which have been imported in past years from those countries by rail thru Sofia, Belgrade, etc., and by the water route from the Black Sea to Genoa. A large quantity of American wheat, consisting of 572 carloads, is on the way to Zurich from Rotterdam, while other cargoes ordered by the Swiss government are still afloat.

FIRE HAZARDS.

BY UNCLE PEDRO.

Among the little big things often overlooked around and about elevators are the many unnecessary risks of fire. It is true there are a number of ways for fire to get started that we have to contend with to a certain extent, but carelessness can go a long way towards eliminating those risks.

We are beginning to build good, hot fires in the office stoves now these cold mornings. We go down to the office and of course it is cold. We throw in some sticks or cobs, dash on some oil, touch a match to it, and away it goes up the pipe just roaring.

Did you ever stop to think? That old chimney has stood there for a long time, maybe years; it has had all kinds of chances to crack, and with the soot burned out has a mighty good chance to set the roof on fire.

Another thing is the high boxings, such as having the cleaner upstairs, running like everything and no telling when the box might get hot and set things to scorching. The place for the cleaner is on the work floor, right where we can see it and give it oil and proper attention.

Another item worthy of mention is the carrying of matches. We often see the sign nailed up in elevators and mills, "No smoking allowed." That is a good rule and ought to be enforced, but right under that put up a sign in larger letters, "Carry no matches while in or about this building," then enforce it, and very rigidly, with all who work in that institution, commencing with yourself even if you are the boss. A match can easily get worked out of your pocket, and there is no telling what will be the next act. There is no use whatever to carry matches around grain elevators. Keep some in the office, and in a match box, in a safe place. Take one out to start your fire; if you need the lantern, go to the office and light it.

Elevator fires seem to get a start many times from trains, which could be avoided by using metal roofs instead of the old spark-catching shingles.

Remember the old dead grass, weeds or rubbish that may be around on the outside of the building. It need not be there. Just keep it away, slick and clean, for more than one reason.

Spontaneous combustion occasionally starts a fire, but those are not as frequent as some may imagine, and then some of them could be avoided by keeping the dust house empty and not allowing much dust to collect any place. If you get grain that is liable to cause combustion it certainly must be bad stuff and ought not to be bot at any figure. These little ideas for prevention of fires are practical and worth while to notice and practice.



After their Meeting and Banquet the Montana Grain Dealers Held a Smoker Till Morning, and Next Day Felt Like This.

WAGON SCALE FOUNDATIONS.

The different materials used in making scale foundations vary according to location. Foundations may be brick, stone, concrete, cement blocks, plank, and we have known some to use 1-inch boards.

Brick makes a good foundation if it is built thick enough so the frost will not cave it in, but the opinion of scale men seems to be that concrete is the best, altho some have found that even cement foundations have not always given satisfaction.

This is true in some cases where a scale is hung in the cement frame. The cement walls should not be less than 16 inches thick, for if the wall is too thin there is danger of the frost breaking it. The same is true of a stone wall unless it is 18 or 20 inches thick. Stone laid in cement mortar will last a lifetime. Stone laid in lime mortar, five or ten years.

It takes about one and a half cords of stone and about two loads of sand and two barrels of lime for a stone foundation, while for a cement foundation it takes ten to twelve yards of sand and gravel to twenty-five or thirty sacks of cement for a foundation 16 inches thick and five feet deep.

Some places sand can be had for 75 cents per load; again in other towns sand would cost \$3 per load. This is sometimes the hardest item to get. It is estimated that about 2,000 bricks are required for a brick foundation, and the cost of same depends altogether on the price of the brick and other material needed.

All wagon scales should have an independent foundation. A scale 8x14 with concrete foundation should have a wall

16 inches thick and a pit 4 to 5 feet deep, 16 feet 8 inches long by 12 feet 8 inches wide. This is outside measure. Hopper scales should have larger foundation for the larger size scale (scales vary from 8x14 feet to 10x22 feet) and piers for the smaller size scale.

All square frames should be the exact size of that called for when placed on foundation and should be perfectly square so that the levers will hang plumb and level. It takes from three to five days to excavate and put in a foundation for scale, but a concrete foundation put in with care will last a lifetime.

When the foundation is laid and scale hung, in place of the 3-10 bearing plank take a strip of prepared roofing the length of the bearing plank and four inches wider so as to lap over two inches on either side of plank, put on the timbers and joist, covering each with roofing same as bearing plank, then put the flooring plank on.

This roofing protects the timbers from the rain, keeping them dry, and they will last much longer. Then by tacking an old six-inch rubber belt on the scale frame, letting it lap, say, two or three inches over on platform, covering the crack between frame and platform, which will keep out the dirt and snow.

Another important point is a proper drain pit leading from the scale. Without drain the pit is simply a muck-hole. Such pits not only tend to rot out the scale foundation but are a continuous source of vapors that rust the bearings and iron portions of the mechanism and reduce the accuracy of the scale. Rust is the most fatal and general of scale diseases, and it is no respecter of quality, the high priced standard makes being

ruined as quickly by it as the inferior and less accurate scales.

The best results are obtained where the approaches are level with the platform, as with the horses standing up or down there is more or less of a pull on the scales.

There should be provision for a man-hole either in the platform of the scale or at the end so that the scale pit may be easily accessible. A few minutes each week in keeping the pit clean is time well spent, for nine-tenths of the scale troubles even after the scale is well built is from dirt alone.

Cost of resetting an old set of scales on a new foundation, or installing a new set of scales on a new foundation will vary materially according to location, nature of soil, depth of pit and thickness of wall necessary to prevent cracking by frost, the cost of lime, cement, sand and other material, as well as the cost of common labor. Good foundations have been built from \$125 to \$150, while at other points the cost of the same work of resetting an old set of scales or installing a new set of scales on a new foundation will run as high as \$225, irrespective of the original cost of the scale.—*The Coal Dealer*.

CONCRETE GRAIN STORAGE Tanks at Noblesville, Ind.

Confident in the permanent establishment of their business at the chosen location, millers consider that money paid out for fireproof, indestructible grain storage space is well invested, especially when the outlay contributes to a low cost of handling and operation, which is very desirable in these days of small margins of profit.

One of the best examples of well finished concrete grain tanks is found at Noblesville, Ind., where ten tanks were built for the Noblesville Milling Co. by James Stewart & Co. With their four interspaces these tanks have a capacity of 250,000 bus.

Each tank is 25 ft. inside diameter, 90 ft. high with walls 7 inches thick. From the mill a gallery extends 52 ft. to the tanks and over them to contain the belt conveyor, having a capacity of 9,000 bus. per hour. A belt of like capacity in a tunnel under the tanks carries wheat to the mill. These conveyors and the spouting were furnished by the Nordyke & Marmon Co.

FRENCH MILLERS are agitating for a reduction in the import duty on wheat, while the farmers oppose it. Reserve stocks of grain are low in France, and this year's harvest is scarcely sufficient for home consumption. Prices are comparatively high.

BRAZIL GROWS about three-fourths of the world's output of coffee and the state of Sao Paulo alone produces one-half of the world's supply. This state borrowed more than \$70,000,000 in 1908 and bot and stored nearly one billion pounds of coffee for the purpose of maintaining prices on the various markets, these having become low, due to overproduction. Since the buying and storing of this coffee, the government, thru a com'ite, has sold between three and four hundred million pounds. The price of Santos No. 7 coffee on the New York market rose from 5 and 7½ cents per pound in 1902 to 12½ and 16½ cents in 1911. All the facts bearing on this colossal manipulation will be published soon by the U. S. Dept. of Agriculture in Bulletin No. 79.



Concrete 250,000-bu. Tanks of Noblesville Milling Co. at Noblesville, Ind.

Seeds

A seed corn company has been organized by A. T. Lucas of Chandlerville, Ill.

The Lacy Seed & Hay Co., Noblesville, Ind., has succeeded White & Lacy.

A brick warehouse is being erected for the Fort Smith Seed & Feed Co., Fort Smith, Ark.

The Brookneal Seed & Feed Co.'s plant at Brookneal, Va., burned Nov. 8, entailing a loss of \$2,000.

Seed warehouse No. 2 of the Elba Manufacturing Co., Charlotte, N. C., was burned recently; loss \$5,000.

Free government distribution of alfalfa and millet seed in dry farming sections of the country was authorized by the last Congress.

E. W. Fee, Albuquerque, N. M., dealer in seeds and feed, who was shot five times by a discharged Mexican employe Sept. 17, has fully recovered.

The Philadelphia Seed Co., Inc., Philadelphia, Pa., has registered a trade mark on poultry mixed feeds under the name "Quaker," serial number 66,018.

A. M. Stout, Greenfield, Tenn., has been appointed feed and seed inspector for western Tennessee, succeeding P. H. Barbee, who resigned the position.

H. E. Herries, formerly in the grain business at Valley Falls, Kan., is now engaged as a salesman for Mitchellhill Bros., seed dealers, at St. Joseph, Mo.

Clover seed poor crop; plenty of buckhorn; farmers pay too little attention to the purity of seed when they buy, hence the condition.—Abrams Grain, Feed & Seed Co., Tekonsha, Mich.

Syracuse, Ind., Dec. 3.—Clover seed about half crop; quality rather poor. Farmers are marketing their seed as soon as hulled. Farmers never held so little seed.—A. W. Striely.

Chicago received 207,050 bus. flaxseed during November, compared with 121,600 received in November, 1911. Shipments during the month aggregated 40,000 bus., against 12,600 in November, 1911.

Baltimore received 13,715 bus. of timothy seed and shipped 2,858 bus. during November, compared with no receipts or shipments during November, 1911.—James B. Hessong, sec'y Chamber of Commerce.

A hearing on the rules and regulations to be promulgated by the Secretary of Agriculture for the enforcement of the pure seed law, recently enacted by Congress, was held today at Washington, D. C.

N. J. Patton, a farmer near Belle Center, O., delivered a wagon load of alsike clover seed to the Belle Center Grain Co. recently and received in payment \$1,038.26, the largest sum ever paid there for a single wagon load.

Minneapolis received 1,520,020 bus. of flaxseed and shipped 616,130 bus. during November, compared with 1,569,810 bus. received and 314,560 bus. shipped during November, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Cincinnati received 2,226 bags of clover seed, 3,246 bags of timothy seed and 29,759 bags of other grass seeds during November. Seed shipments for the month included 1,556 bags of clover seed, 1,596 bags of timothy seed and 12,963 bags of other grass seeds.—Wm. C. Culkins, supt. Chamber of Commerce.

Toledo received during the week ending Dec. 7 1,950 bags of clover seed, and shipped 800 bags; against 1,200 bags received and 700 bags shipped during the corresponding week a year ago. Receipts to date this season have been 32,400 bags, against 19,600 bags last season, and the shipments have been 5,200 bags, against 4,900 last season.

Kansas City received 361,607 bus. of kafir corn and 4,000 bus. of flaxseed during November, 1912, compared with 201,786 bus. of kafir corn and no flaxseed received in the same month last year. Shipments during the past month totaled 192,857 bus. of kafir corn and 5,000 bus. flaxseed, against 166,965 bus. kafir corn and no flaxseed shipped in November, 1911.—E. D. Bigelow, sec'y Board of Trade.

The Vogeler Seed & Produce Co., Salt Lake City, Utah, has completed its new warehouse building and is now installing a complete equipment of seed cleaning and grading machinery. The building is of brick and concrete, 3 stories high, with an attractive pressed brick front, and contains 36,000 square feet of floor space. It is connected with the old warehouse, giving 50,000 feet of space and 150,000 bus. storage capacity. The power is electricity.

Strong outside bulls are affectionately caressing the stock of prime clover seed at Toledo. Our friends have two-thirds of the total. They are playing on deep velvet and expecting better than twelve-dollar seed. Some talk of fifteen-dollar seed, but we fear they are extravagant. Receipts this week have been nearly all prime, shipped in to fill December sales. Longs took it and are still long more. They prefer the cash seed to March. Much will depend upon whether there is an early or late spring.—C. A. King & Co.

On account of the small supply of flaxseed in England the fore part of the year, and the effect of the coal strike on the production of cake and oil, and the decrease in the use of the cake for feeding purposes, the oil crushing industry in England has had a most unsatisfactory year, according to the report of L. W. Haskell, American consul at Hull, England. Raw material has been high priced, irregular, and barely sufficient for the machinery employed. In addition the flaxseed purchased has been poor in quality.

Milwaukee received 611,000 lbs. of timothy seed, 1,000,835 lbs. of clover seed and 105,600 lbs. of flaxseed during November; compared with 178,805 lbs. of timothy seed, 318,090 lbs. of clover seed and 54,000 lbs. of flaxseed received during November, 1911. Shipments for the month included 420,000 lbs. of timothy seed, 480,000 lbs. of clover seed and no flax seed; compared with 90,190 lbs. of timothy seed, 173,195 lbs. of clover seed and no flax seed shipped during November, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

Chicago received during the week ending Dec. 7, 484,000 lbs. timothy seed, no clover seed, 198,000 lbs. other grass seed and 37,000 bus. flaxseed, against 335,100 lbs. timothy seed, 7,000 lbs. clover seed, 216,300 lbs. other grass seed, and 22,300 bus. flaxseed during the corresponding week of 1911. Shipments during the week have been 504,000 lbs. timothy seed, 46,000 lbs. clover seed, 577,000 lbs. other grass seeds and no flaxseed, against 69,700 lbs. timothy seed, 50,400 lbs. clover seed, 206,000 lbs. other grass seeds and no flaxseed during the corresponding week of 1911.

Altho the quantity of seeds distributed by the government has nearly doubled in the past ten years, over 7,000 tons being sent to the constituents at home, the actual cost of handling the distribution is less now than it was ten years ago. Hand work has been eliminated wherever possible, and the saving in business management has gone toward improving the quality of the seed given away, according to the annual report of James Wilson, Secretary of Agriculture. That part of the congressional seed distribution covering vegetables and flowers for 1912-13 will require about 600 tons of material, which will be distributed by the post office free so as to increase the Department's deficit.

November receipts of red clover seed at Toledo have been the largest since 1908. They have been larger than 1907 and 1906 but smaller than any of the three years previous. They have been 8,500 bags, against 3,350 last November, 5,020 two years ago, 7,790 three years ago, 12,500 four years ago, 3,560 five years ago. They were only a trifle over half as large as October. November receipts are always smaller than October. December usually shows still further shrinkage but showed gains over November in 1911, 1910 and 1908. Receipts last December were 4,900 bags, two years ago 6,945, three years ago 4,695, four years ago 14,500, five years ago 2,800.—C. A. King & Co.

From the Seed Trade.

Noblesville, Ind., Dec. 3.—There is a good acreage of common clover and timothy for 1913. No surplus seed from 1912 of consequence.—Lacy Seed & Hay Co.

Nebraska City, Neb.—Practically no clover, alsike or alfalfa was threshed in this part of Nebraska this year. We have but a small quantity of timothy that will again be disposed of to the trade locally. This part of the state will not experience the same trouble it had last year on account of poor seed corn; the autumn has been open, assuring good seed ears, and the corn crop is one of the largest grown for many years.—Edward Bartling Seed Co., by E. D. Bartling, pres.

Bloomington, Ill.—Very little clover seed was threshed in this immediate neighborhood; and no old seed was carried over. No alsike is produced here. A large acreage of timothy seed was sowed and prices are lowest for years. No alfalfa seed is produced. Farmers are just beginning to realize value of alfalfa in Illinois. No blue grass seed is stripped in this country. A large amount of seed corn has been gathered and is best in quality for many years.—Funk Bros. Seed Co.

New York.—France never had such a deception with red clover as it had this year. In May the plant looked very well, and there was every appearance of a fair yield. In June it had so much improved that they expected a very large crop. Unfortunately rain poured down in July, August and beginning September, and the crops of north, east, west of France and Brittany were reduced to nothing; the plant produced herbs but no seed. South of France only, which has a better climate, has had a crop of fine seed. Reports from Europe show that England has a small crop, poor quality; Germany no crop; Austria and Hungary a very poor yield and containing large dodder. Italy is the only country with France to supply the wants of Europe. America

has been buying fine seeds, and has only a moderate yield and cannot export, so that the high prices of present moment are fully warranted, and we may see them rise again. France expected the largest crop of lucerne it had seen in years and they had the same disappointment as with red clover. The only country having produced lucerne is Provence. Were it not for the crops of Italy, Spain and Turkestan, which curtail the exportation, France should have seen very high prices. Trefoil is not the twentieth part of an ordinary crop in France; poor in Belgium, England and Germany; the prices have started so high that people are frightened to operate. Italian rye grass is moderate in yield and of middling quality. Perennial is of short yield in France, moderate in Great Britain; quality not so good as usual. Dactylis and Avena elatior are pretty fair crops; quality good. White and alsike are no crop in France and very short in other producing countries. Kidney vetch is very small crop. The yield of sainfoin is good but, owing to bad weather, of very poor quality. Crimson clover, tho a good crop, has been overestimated. Prices, which opened high, are now very moderate considering there are no stocks of yearling seed, and should there be a spring demand we shall see higher prices.—Loewith, Larsen & Co.

PRIMARY MARKETS of the United States received 225,370,000 bushels of wheat from July 1 to Dec. 1, compared with 152,119,000 bushels received during the corresponding period of 1911. Receipts of oats in the leading primary markets during the period from Aug. 1 to Dec. 1 this year aggregated 108,062,000 bushels, compared with 62,438,000 bushels last year, according to data compiled by the *Daily Trade Bulletin*.

NEW SIOUX CITY INSPECTOR.

The Board of Trade of Sioux City, Ia., has recently appointed Mr. H. H. Gear, chief grain inspector and weighmaster. Mr. Gear began at the bottom in elevator work 15 years ago at Chicago and gained a thoro knowledge of grain during a long experience with Carrington, Patten & Co., and Bartlett, Frazier & Co., at Chicago, and four years with the J. Rosenbaum Grain Co., as superintendent of the Interstate Elevator at Sioux City. A portrait of Mr. Gear is reproduced in the engraving.



H. H. Gear, Sioux City, Ia., Chief Grain Inspector.

"COUNTRY RUN" GRAIN NOT Out of a Terminal Elevator.

On the definition of "country run" oats hinged the outcome of the suit of the Updike Grain Co., Omaha, plaintiff against the P. P. Williams Grain Co., St. Louis, defendant, and the latter won the suit. The decision was given by the U. S. Circuit Court of Appeals, affirming the judgment of the lower court.

The Updike Grain Co. and the P. P. Williams Grain Co. entered into a written contract for the sale by the plaintiff of 100,000 bushels of No. 3 white oats at 50 cents per bushel. The oats were to be delivered at St. Louis at different times and Omaha weights and inspection shud control. The oats were to be "country run" oats.

The Updike Grain Co. shipped to St. Louis 30,937 bus. to apply on the contract. The Bs/L were attached to a draft on the P. P. Williams Grain Co. for \$14,676.76, which draft was paid before the arrival of the oats in St. Louis. However, as soon as the P. P. Williams Grain Co. had seen the oats, it notified the Updike Grain Co. that the oats were not, in its judgment, "country run" oats, and requested the seller to take the oats back. The request was refused. Thereafter the remainder of the oats, according to the contract, were shipped to St. Louis. These were refused by the P. P. Williams Grain Co. and no payment was made.

Suit was brot by the Updike Grain Co. to recover \$3,210.66, the difference between the price which the P. P. Williams Grain Co. agreed to pay and the price at which the Updike Grain Co. was obliged to sell that part of the oats which the defendant had refused to receive or pay for. The P. P. Williams Grain Co. interposed a counter claim for \$1,062, the difference between what it had paid for the first shipment of the oats and what those oats were worth.

The court made a finding substantially as follows:

All of the oats shipped to defendant by plaintiff were loaded out of the latter's South Omaha elevator, from bins in which there had been accumulated the contents of various cars. In making this shipment to defendant, the identity of the contents of any car as being from a country elevator was not preserved.

The Updike Grain Co. contended that the oats from the bin in its elevator, shipped to the P. P. Williams Grain Co., were "country run" oats, because all "country run" oats had been placed in certain bins and had not been touched until loaded into the cars for reshipment to St. Louis. On the other hand, the P. P. Williams Grain Co. contended that in order for the oats to be "country run," the identity of the oats as they came from the country must be preserved; that if it is necessary to transfer them from the car into which they were loaded at the country station, that transfer must be a direct transfer, that is, from car to car; and that if the oats are put into a bin in a terminal elevator, even tho the same oats are later taken out of the bin, they cease to be "country run" oats.

Officers of the Updike Grain Co. admitted that it is generally understood "country run" oats are not from a terminal market, altho "country run" oats are shipped thru a terminal market. Kearney, superintendent of the plaintiff's elevator, testified that a car wud have to come direct from a country station to satisfy him that the grain was "country run."

In view of the evidence, the court held: "If when a contract is made nothing more is said or done than to put the words "country run" into it, the phrase does not indicate the quality of the grain but rather the way in which it is handled. When the defendant bot "country run" oats, it bot not only oats that came from cuntry elevators, but also oats that had never been in a terminal elevator at Omaha."—198 Fed. Rep. 828.

GRAIN EXCHANGES HAVE Strong Com'ite on Anti-Option Legislation.

In view of the declarations of the platform of the party coming into power next March members of the grain exchanges will be pleased to remember that the Council of Grain Exchanges has a strong com'ite appointed at its last meeting to deal with proposed anti-option legislation.

This com'ite can be called together at any time its chairman deems necessary at any city or to meet com'ites of the House or Senate at Washington. This com'ite has not been called together since the annual meeting, and as the prospect of anti-option legislation making any progress before December, 1913, is extremely remote, it is not likely that the com'ite will confer in advance of the annual meeting of the Council of Grain Exchanges, which will be held at Chicago, Jan. 16.

Among the members of the com'ite are John L. Messmore, St. Louis; Geo. H. Davis, Kansas City; C. A. Magnuson, Minneapolis; W. J. McCabe, Duluth; Geo. H. Schroeder, Milwaukee; R. E. Pratt, Buffalo; E. H. Culver, Toledo; C. B. Pierce, Ed Andrew, H. N. Sager and J. C. F. Merrill, Chicago.

The grain trade is fortunate in having as a member of this important com'ite Mr. J. C. F. Merrill, who is now pres. of the Council of Grain Exchanges and sec'y of the Chicago Board of Trade. Mr. Merrill has been pres. of the Chicago Board of Trade, and his visits to Washington have always been followed by favorable results. Mr. Merrill laid out the plan of campaign which was successfully followed by all interested in fighting the Wiley prohibition of interstate shipment of grain naturally damaged. It is safe to say that no one is better qualified to resist anti-option legislation; and that members of the council of Grain Exchanges are more directly interested in such legislation than any other section of the trade.

THE HIGH COST of living is caused by a great increase in population without a corresponding increase in food production, according to Prof. Cyril G. Hopkins, chief of agronomy and chemistry at the University of Illinois experiment station, in an address at the recent United States Land Show at Chicago. In the last 10 years the increase in the population of the United States was 21 per cent. In the same period, the increase in the acreage of farm lands was 4.8 per cent. At the present time only 9 per cent of the tillable land of this country is not under cultivation. The number of mouths to feed has increased nearly five times as rapidly as the source of our food supply. The census figures of 1899 give 4,414,000,000 as the total bushels of corn, oats, wheat, barley and rye produced in this country. Ten years later, the total grain yield was 1,445,000,000 bushels, an increase of less than 1 per cent.

Feedstuffs

The Riley Commission Co., Pine Bluff, Ark., is installing machinery for the manufacture of its own molasses mixed feeds.

A cargo of 2,500 tons of screenings recently was loaded at Port Arthur, Ont., for shipment to Duluth, by the Atwood-Stone Co.

Five concrete storage tanks for storing kafir corn, with a capacity of 15,000 bushels, will be built by the Otto Weiss Alfalfa Stock Food Co.

Cincinnati received 8,376 tons of bran and middlings and shipped 4,393 tons during November, 1912.—Wm. C. Culkins, supt. Chamber of Commerce.

The Superior Alfalfa Products Co., Superior, Neb., recently incorporated with a capital stock of \$40,000, may erect an alfalfa milling plant at Concordia, Kan., next year.

San Francisco received 1,621 tons of bran during November, compared with 1,561 tons received in November, 1911.—Henry C. Bunker, chief inspector Grain Trade Ass'n.

The Twin Springs Alfalfa & Irrigation Co. is planning to have the largest alfalfa farm in the world in the Toyah Valley, Texas. The company expects to put 9,000 acres into alfalfa.

Baltimore received 1,089 tons of feed and shipped 163 tons during November; compared with 725 tons received during November, 1911.—James B. Hessong, sec'y Chamber of Commerce.

Jail sentences and fines aggregating \$14,000 have been imposed on violators of the food and drugs act during the past year, according to the annual report of the Secretary of Agriculture, issued Dec. 7.

Minneapolis received 6,582 tons of feed and shipped 62,988 tons during November, compared with 5,096 tons received and 53,049 tons shipped during November, 1911.—John G. McHugh, sec'y Chamber of Commerce.

A molasses vat of concrete construction, having a capacity of 200 tons, has been recently installed in the plant of the Alfalfa Meal Co., Omaha, Neb. The company is also installing a drier of 400 bushels capacity.

W. E. Savage of Toledo has been summoned before the federal authorities to explain a shipment of corn, oats and barley chop by his company, the Imperial Grain & Milling Co., from Toledo to Providence, R. I.

A business meeting of the Retail Feed Dealers Ass'n, composed of dealers from Orange and surrounding counties in New York and a large number of the dealers in Sussex County, N. J., was held Nov. 22 at Middletown, N. Y.

Kansas City received 1,920 tons of bran during November; compared with 840 tons received in November, 1911. Shipments aggregated 4,040 tons last month, against 4,680 tons in the corresponding month of the previous year.

The Kingfalfa Mills, Nebraska City, Neb., burned Nov. 23. Loss, \$150,000, insured. The company will rebuild on a larger scale. The fire originated in the main building and the entire plant was a mass of flames when discovered.

Milwaukee received 24,900 tons of feed and shipped 6,138 tons during November, compared with 28,596 tons received and 27,765 tons shipped during November, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

More than 10,000 official samples of foods and drugs were collected by inspectors of the bureau during the past year and referred to the inspection laboratories at Washington and the 22 branch laboratories in different sections of the country.

Indicted on five counts for violating the Kansas mill feed law, the Arkansas City Mfg. Co., Arkansas City, Kan., was found guilty in the Cowley County district court on two of the counts in the indictment. These were the alleged adulteration of mill feed and selling without registration.

A stagnant demand for mill feed is noted from most sections of the country and re-sellers in the east are cutting down possible orders. Contracts made at higher levels are being canceled without any business-like explanations for so doing. The market appears demoralized and due for a greater slump.

St. Louis received 124,750 bags of bran during November, 1912, compared with 113,360 bags received in the corresponding month of 1911. Shipments of bran during the past month were 246,290 bags, against 204,770 bags in the corresponding month of the preceding year, as reported by the Merchants Exchange.

Dr. Carl Lucas Alsberg has been appointed chief of the Bureau of Chemistry of the U. S. Dept. of Agriculture as successor to Harvey W. Wiley. He is a young man with good training in New York and German Universities, specializing in chemistry and physiology. In 1906-8 he was at the head of the dept. of biological chemistry at Harvard Medical School. His appointment at the head of the Bureau of Chemistry was requested by eminent scientists.

A new use for buckwheat has developed during the last few years that is becoming each year of more and more consequence. We refer particularly to the increasing use of special poultry foods of which buckwheat is an essential constituent. These poultry foods are used the year around and the quantity required for this purpose is now of such magnitude as to make this demand a most important factor in the making of the price of buckwheat. Owing to this competition, millers have been obliged to advance their bids in order to secure enough grain to fill their current orders.—Blodgett Milling Co., Janesville, Wis.

The Omaha Alfalfa Feed Co., of which Chas. P. Woolverton is mgr., has just completed a 50,000-bu. elevator and a corn drier of 10,000 bus. capacity. The elevator is of frame covered with galvanized iron, and is equipped with up-to-date machinery furnished by the American Supply Co., giving a capacity of 45 cars of feed daily. Additional tanks have been erected for storing molasses. The company has been successfully manufacturing "Perfection" horse feed for three years past, and the increasing demand made enlargement of the plant necessary, and at the same time the manufacture of poultry feed will be commenced. The company operates its drier for the trade as well as for its own grain.

SPAIN has reduced the import duty on corn to 50 centimes (\$.096) per quintal (101.43 lbs.).

ANNUAL MEETING FEED

Control Officials.

New definitions of several feedingstuffs were ordered at the fourth annual convention of the Ass'n of Feed Control Officials of the United States, which was held at the Raleigh Hotel, Washington, D. C., Nov. 18 and 19.

In his annual report W. J. Jones, Jr., president of the Ass'n, noted the improvement that had taken place in the feedingstuff trade, not only from the standpoint of legislation and inspection but from the commercial side as well.

President's Address.

Many of the feedingstuff laws on the statutes of the various states are the same in all important points as the uniform law; a number of states have passed it with but few minor alterations; four additional states, to my knowledge, are contemplating its passage, and one of changing its laws to meet its requirements.

It is comparatively easy to formulate uniform laws, but if these are not followed, and each official and manufacturer is to construe them as he deems best for his individual interests, uniformity will have no effect.

Court decisions most important are the suits of M. W. Savage v. the state chemist of Indiana, and the Standard Stock Food Co. v. the State Food and Dairy Commissioner of Iowa.

The former decision is especially important to this ass'n, from the fact that the Indiana law, the constitutionality of which was attacked, is identical in all its essential features with the draft of the uniform law agreed upon. In this decision the court sustains the right of the states to provide such inspection; to supplement federal legislation by requiring statement of composition and ingredients; to collect a weight or tonnage tax to provide revenue for making the inspection; to provide for the expenditure and use of such revenues; to publish the results of the inspection and to designate officials to administer such laws and to define their powers.

In the Iowa case, in addition to sustaining the general principles given above, the right of the state to require not only a statement of those present, but the percentage of certain ingredients, was sustained.

Federal court decisions of importance were those of the M. C. Peters Mill Co. v. the Mississippi department. In the decision just mentioned, the constitutionality of arbitrary standards was denied and in that of the American Mfg. Co. v. the Virginia department, the right of the state to inhibit the sale of feed containing inferior but not deleterious materials was denied.

The uniform law is so drawn to meet all points. Hence the decisions furnish an added reason why states without feed inspection laws, states contemplating amendments to existing legislation and states having laws with provisions in conflict with the decisions, should pass the uniform law as promptly as possible.

Two points must be settled by the courts. The first relates to the manner in which the revenue shall be collected to carry on the work of inspection and the second, whether laws exempting special materials from any or all of the requirements are constitutional.

Insofar as the first question is concerned, the right of the state to make direct appropriation has never been questioned, and a number of decisions, both of federal district courts and the supreme court, are available sustaining the legality of the weight tax; but I am acquainted with but one decision on the brand tax, and that is the Geo. H. Lee Co. vs. Kansas department decision, in which it is held unconstitutional. The validity of the brand tax was indirectly touched upon in the Standard Stock Food v. Iowa case, but as the complainant could not show he was discriminated against by being a small dealer that part of the bill was not considered.

At the close of Mr. Jones' address, com'ites on resolutions and nominations were appointed. The com'ite on nominations included the following: B. L. Purcell, Virginia, P. H. Smith, Massachusetts, L. F. Brown, New York.

The executive com'ite made a lengthy report, taking up the tonnage tax for consideration. In many states, the tax is a burden on account of its administration. Dr. C. Woods, chairman of the com'ite

said: "The executive com'te gave careful attention to a petition to remedy the evils of the tax and that the only thing we cud do wud be to recommend that this ass'n place itself on record as recommending to the executives in the various states that they take every step possible under the law to reduce this troublesome matter to its lowest terms, and, in order to bring that before us, Mr. President, I move the adoption of that part of this report at the present time." (The motion was seconded and carried.)

The appointment of a joint board, composed of three feed control officials and three feed manufacturers, to be known as a conference board to arbitrate disputes between a manufacturer and a state official was urged by the executive com'te. Disputes involving legal points wud not be taken up by the conference board.

"Gluten Feeds and Their Manufacture" was the subject of an excellent paper by Dr. H. C. Humphrey, chemist of the Corn Products Refining Co., New York.

The next paper was that of George L. Flanders, New York, on the subject: "State Legislation Affecting Commercial Feeding Stuffs." Mr. Flanders said in part:

State Legislation.

"A state cannot in my judgment prohibit the bringing in and selling in the original package of a food product that contains nothing harmful or injurious, as this would be an interference with commerce between the states which would be held to be unconstitutional. As to whether a state could prohibit the manufacture or sale of such a food product where the transaction was entirely intra-state, I am of the opinion that to entertain such a view would be to entertain the view that such a legislative body, under like conditions, could prohibit the sale of any food product which ultimately might be exercised against bread, butter or pure milk, and that the state courts would declare such act unconstitutional. The statute could, however, regulate the sale of food products by requiring the ingredients or constituents to be named in the interest of the purchaser or consumer. If, however, the food products contain anything injurious or harmful, the sale could be prohibited. As to harmless food products, their sale can be regulated by requiring such labeling, branding or marking as the legislative body may deem necessary in the interest of the purchasing and consuming public, providing that such labeling or branding does not in any way conflict with the national legislation on that subject. Such legislation may add to the requirements made by the national government, providing they do not conflict.

Licensing: I am of the opinion that the state under its police power may levy such taxes as it may deem necessary for the enforcement of the statute, upon goods manufactured within the state and goods brought into the state from another state while they are sold in the original package, providing they have reached their point of destination and are in storage, held for sale. And provided further that the tax is not discriminatory, i. e., providing the tax is one that is laid upon all goods of a like character, whether manufactured in the state or elsewhere. But if the tax is one laid upon goods that are imported and is laid as an import tax, i. e., laid (192 U. S. 521) as an import or duty, then it could not be upheld, as it would be a violation of Art. 1 of Section 10 of the United States constitution."

"Oat By-products, Their Value and Conservation" was the subject of an address by Prof. F. D. Fuller of Indiana. Prof. Fuller stated that in oats there is 33½ per cent of oat hulls, while in "Oat Feed," there is approximately 1 per cent of oat hulls. It is fair to assume, he said that the percentage of oat chips is counterbalanced by the loss of fine oat hulls appearing in that portion of the feed, passing thru a No. 40 sieve.

A table was shown, giving the nutritive values of oat clippings, middlings, feed, etc., in comparison with other feeds. An analysis of oat clippings from La

Crosse, Wis., showed a protein content of 10.26 per cent.

Dr. Carl S. Miner of Chicago closed the program with a comprehensive address on the "Utilization of By-Products."

The establishment of a conference board was again brot up after having been referred back to the executive com'te. After considerable discussion the recommendation of the com'te was approved. The three members of the conference board, representing the feed control officials, will be composed of the executive com'te of the Ass'n.

Definitions were then taken up at the final session of the convention, the forenoon of Nov. 19. In stating the reasons for defining corn-starch by-products, Dr. Woods said:

A careful study of ordinary dictionaries, as well as chemistry, indicates that the materials which are now being sold under the name of gluten, carry no gluten whatever, except in the case of one product, which is made from distillers' grains, that carries a small amount of gluten, because there is some rye entering into those distillers' grains. Gluten occurs only in wheat and rye, and viewed from any standpoint, it did not seem possible or wise to the Executive com'te for this association to attempt to define a term which is absolutely misleading, both from its dictionary standpoint and from its chemical meaning, particularly as the same term has been applied so far as this committee can learn, for more than a quarter of a century, to two products as different as cornstarch by-products and distillers' grains. It has therefore seemed wise to this committee to recommend that this association adopt a definition for cornstarch by-products, but not a definition recognizing the word "gluten."

New Definitions Adopted.

Cottonseed meal is a product of the cottonseed only, composed principally of the kernel with such portion of the hull as is necessary in the manufacture of oil; provided that nothing shall be recognized as cottonseed meal that does not conform to the requirement above set forth and that does not contain at least 36 per cent of protein.

Choice cottonseed meal must be finely ground, not necessarily bolted, perfectly sound and sweet in odor, yellow, free from excess of lint, and must contain at least 40 per cent of protein.

Prime cottonseed meal must be finely ground, not necessarily bolted, of sweet odor, reasonably bright in color, yellow, not brown or reddish, free from excess of lint, and must contain at least 38.6 per cent protein.

Good cottonseed meal must be finely ground, not necessarily bolted, of sweet odor, reasonably bright in color and must contain at least 36 per cent of protein.

Cottonseed feed is a mixture of cottonseed meal and cottonseed hulls, containing less than 36 per cent of crude protein, and shall be plainly marked, "Mixture of cottonseed meal and cottonseed hulls."

Hominy meal, hominy feed, or hominy chop is a mixture of the bran coating, the germ and a part of the starchy portion of the corn kernel obtained in the manufacture of hominy grits for human consumption.

Wheat white middlings or white middlings are the part of the offal of what is between the shorts or standard middlings and the red dark.

Clipped oat refuse (term oat clippings not recognized) is the resultant by-product in the manufacture of clipped oats. It may contain light, chaffy material broken from the ends of the hulls, empty hulls, light, immature oats and dust. It must not contain an excessive amount of oat hulls.

Cornstarch by-product with bran is that part of commercial shelled corn that remains after the separation of the larger part of the starch, the germ and the bran by the processes employed in the manufac-

ture of starch and glucose. It may or may not contain corn solubles.

Cornstarch by-product without bran is that part of commercial shelled corn that remains after the separation of the larger part of the starch, the germ and the bran by the processes employed in the manufacture of starch and glucose. It may or may not contain corn solubles.

Following the election of officers an appreciation of the late Dr. M. A. Scovell was adopted with other resolutions, after which the convention adjourned.

Meeting of Feed Manufacturers.

The American Feed Manufacturers' Ass'n held a business session at the Raleigh hotel, Washington, D. C., Nov. 17, prior to the fourth annual convention of the Feed Control Officials of the United States. The meeting was called to prepare subjects for presentation to the convention of feed control officials.

Contributions were asked for defraying the expenses connected with the litigation in the suit brot in Virginia, in which the feedingstuff law of that state was tested. All feed manufacturers will benefit as a result of the decision of that case, the secretary pointed out. New Jersey's new feedingstuff law was mentioned in the report of the secretary. The new law became effective Dec. 1.

The report of the treasurer showed total receipts of \$8,099.68; disbursements, \$7,099.68; balance on hand, \$121.88.

SEVENTY-ONE ELEVATORS with a total capacity of 772,800 tons of grain will be built in Russia, to be completed by harvest time, 1916. The Russian State Bank will finance the undertaking, and organize an elevator department to operate the elevators.

CHAS. A. GEIGER IN A NEW Venture.

Born on a farm near Everest, Kan., Chas. A. Geiger has always been identified with the growing and marketing of the grain crops. He began following the threshing machine when a lad of but twelve years, and at the age of 19 entered the employ of G. A. Jones, who operated an elevator.

After three years with the Hoffman Elevator Co., at Enterprise, Kan., Mr. Geiger bot the grain elevator at Robinson, Kan., and put in up-to-date equipment of machinery and scales. Recently he purchased the interests of the Topeka Grain & Elevator Co., including elevators at Belvue, Grantville and Rossville, and will operate the four houses under the name Chas. A. Geiger Grain Co., with headquarters at Topeka. He expects to handle 500,000 bus. of wheat, corn and oats this season.

Mr. Geiger is a hard worker, as any man must be who loves the grain business as he does. His only recreations are machinery and hunting. His many friends wish him success in his new venture.



Chas. A. Geiger, Topeka, Kan

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—Receipts of grain at San Francisco during November included 25,440 tons of wheat, 30,138 of barley, 3,394 of oats, 401 of corn and 146,432 sacks of beans; compared with 17,974 tons of wheat, 33,581 of barley, 7,267 of oats, 512 of corn and 209,694 sacks of beans received in November, 1911.—Henry C. Bunker, chief inspector Grain Trade Ass'n.

CANADA.

Assiniboia, Sask.—The Imperial Elvtr. & Lbr. Co., incorporated.

Thornton, Ont.—Henry Couse, incorporated, to operate an elvtr.

Cedardale, Ont.—Hogg & Lytle, incorporated, to operate an elvtr.

Point Edward, Ont.—The Point Edward Elvtr. Co., Ltd., incorporated.

Munson, Alta.—Munson Farmers Elvtr. Co., incorporated; capital stock \$25,000.

Waskada, Man.—Campbell & Ferguson, Ltd., have succeeded the Imperial Elvtr. Co.

Duck Lake, Sask.—The Dominion Mfg. Co., incorporated, to operate an elvtr. here.

Vonda, Sask.—The Vonda Farming & Implement Co., incorporated, to operate an elvtr.

Herbert, Sask.—J. E. Dahl, incorporated, to operate a new 25,000-bu. elvtr. he is building.

Bremner, Alta.—The elvtr. of the Alberta Grain Co., containing 11,000 bus. of grain, burned recently.

Asquith, Sask.—Badger & Sons have bot the elvtr. and mill of the Asquith Mfg. Co. and will make many improvements.

Ethelbert, Man.—The British American Elvtr. Co., incorporated, to operate the elvtr. recently erected at this station.

At least 50 elvtrs. will be built during the coming year by the Saskatchewan Co-operative Elvtr. Co. according to report.

Fort William, Ont.—The capacity of the elvtr. of the Western Elvtr. Co. will be increased from 1,000,000 to 2,000,000 bus.

Fort William, Ont.—Frank Huhn, formerly of the Huhn Elvtr. Co. of Minneapolis is now connected with N. W. Patterson & Co., of this city.

Prescott, Ont.—The elvtr. of the Can. Pac. Ry. Co. was recently threatened by fire when the freight house of the company was burned to the ground. Hard work saved the building.

Brandon, Can.—J. A. M. Aitkins, M. P., has given notice of a bill to amend the Canadian Bank Act, so that the banks of the Northwest can loan money to the farmers on wheat before it reaches the elvtrs.

Medicine Hat, Alta.—The agreement of the Maple Leaf Mfg. Co. and the Ontario & Manitoba Mfg. Co. to build plants at this point has been indorsed by the people of the region and two plants will be erected at a cost of \$1,000,000.

Fort William, Ont.—The new rapid handling elvtr. being erected here for Parrish & Heimbecker by James Stewart & Co., is nearing completion. It will be known as the Superior Elvtr. and will contain 12 bins of about 80,000 bus. storage. It will be well equipped with cleaners and 3 Westinghouse Motors of an aggregate of 170 h.p., will supply power.

COLORADO.

Meeker, Colo.—The Mesa Flour Mill Co. is building a large elvtr.

Haxtum, Colo.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000.

Denver, Colo.—The Denver Grain Exchange has moved into new and commodious quarters in the Sugar Bldg., and now has a daily call 11 to 12 o'clock. At present 25 to 30 cars are being handled daily thru the Exchange, with every prospect of a material increase in the business soon.

IDAHO.

Shelly, Ida.—We have over 100 farmers here and handle grain, potatoes, seeds and coal. Have shipped potatoes to Texas, Colorado and California and shipped hay and hogs. This small point shipped 1,216 cars of grain, hay and potatoes last year.—O. E. Scott, mgr. Farmers Produce Exchange, Ltd.

Burley, Ida.—During the construction of a 46,000-bu. grain bin, 70 ft. high and 30 ft. in diameter, the roof of the bin fell thru, Nov. 28, carrying a workman with it. He fell a distance of 70 ft., sustaining a number of broken bones and other severe injuries. When the roof fell a large piece of the wall also gave way and struck the 10-year-old son of E. O. Olsen, who was playing near the building, breaking his leg in two places and crushing his skull. The lad lingered in unconsciousness for two days, but his life could not be saved. Afton Kidd, another boy, narrowly escaped a like fate, being so near the falling wall that pieces of it struck him and tore his clothes, but did not injure him.

ILLINOIS.

Richland, Ill.—J. E. Munson is now mgr. for the Farmers Elvtr. Co.

Wapella, Ill.—The elvtr. of Thorpe, Scott & Co. has been completed.

Buda, Ill.—The Farmers Elvtr. Co., incorporated, to build an elvtr.

Padua, Ill.—I have succeeded A. H. Webber & Sons.—F. E. Webber.

Decatur, Ill.—G. T. Burk has installed a new 20 h. p. motor in his elvtr.

Georgetown, Ill.—I am installing a Wolfe Gyrator in my mill.—C. B. Spang.

Champaign, Ill.—J. P. Sledge had his finger badly mashed while bowling.

Peoria, Ill.—Frank Banta, of Banta Bros. of Low Point, has moved to this city.

Moline, Ill.—The A. E. Montgomery Elvtr. Co. has let contract for an elvtr.

Peoria, Ill.—The annual election of the Board of Trade will be held Jan. 13, 1913.

Indianola, Ill.—The elvtr. of R. E. Zenke broke down during a heavy rush, Nov. 23.

La Moille, Ill.—Work has been started on the new elvtr. of the E. W. Houghton Lbr. Co.

San Jose, Ill.—Wayne Bros. are building an elvtr. to replace the one burned last September.

Albers, Ill.—I have sold out to Gerhard Netemeyer and am out of the grain business.—Emil Haas.

McLeansboro, Ill.—We are not in the grain business, handling seeds and feed.—McLeansboro Implement Co.

Naples, Ill.—We have overhauled our elvtr. and put it in first-class shape.—E. R. Simpson, agt. Smith-Hippin Co.

Frankfort, Ill.—I have sold my elvtr. to G. L. Ulrich, of Logansport, possession being given Dec. 1.—C. J. Meyer.

Murdock, Ill.—While digging oats out of a chain drag, an employe of Porterfield & Son recently had a finger torn off.

Pearl City, Ill.—We have discontinued business at this point.—J. H. Graham, pres. Pearl City Grain Co., mail Durand.

Hume, Ill.—I have been transferred by my company from Kemp to this station.—C. W. Smith, agt. National Elvtr. Co.

Filson, Ill.—I have leased the elvtr. owned by Wm. Riley and it is under the management of A. M. Thompson.—John McCarty.

Custer, Ill.—We have just installed a No. 33 Western Cleaner.—E. L. Davis, ass't mgr. Berry & Breckenridge Farmers Grain Co.

Steeleville, Ill.—The Steeleville Mfg. Co. has let contract for additional storage and work will be started at once on the steel tanks.

Hampshire, Ill.—Kirchoff Bros. have installed a motor in the elvtr. and will operate by electricity instead of gasoline power.

Holder, Ill.—Mr. Means has bot the elvtr. of J. C. McCord, recently operated by W. E. Tuttle, and is now in possession.

Chase, Ill.—W. F. Oliver, of Homer, will manage the elvtr. of the Holcomb Dutton Lbr. Co. after Dec. 10.—A. H. Holcomb, Sycamore.

Ridgefarm, Ill.—The Farmers Elvtr. Co. is making extensive improvements, greatly increasing its capacity.—C. B. Spang, Georgetown.

Rockford, Ill.—Our company has recently incorporated and we have not yet decided as to an elvtr.—W. W. Thayer, mgr. Gilmore-Thayer Co.

Lisbon, Ill.—We are starting in business here, having built a 35,000-bu. elvtr. and will operate under the name of Jeter & Boston.—L. R. Jeter.

Galesburg, Ill.—The Anderson Grain & Coal Co. incorporated; capital stock \$25,000; incorporators, B. E. Hewitt, C. H. Anderson, F. R. Wringer.

Peoria, Ill.—The Board of Trade has adopted a resolution endorsing Willis L. Moore, present chief of the weather bureau, for the office of sec'y of agri.

Havana, Ill.—A workman while making a concrete form at the elvtr. of McFadden & Co., let his ax slip and cut a 5-in. gash in his right leg below the knee.

Sandwich, Ill.—The elvtr. of the Farmers Elvtr. Co. is very nearly completed, and as soon as electric power can be obtained will be put into operation.

Yorkville, Ill.—The Farmers Elvtr. Co. at this station has commenced work on Elvtr. No. 2, on the new line at Ellis Corners. It is to be completed by Jan. 1.

Quincy, Ill.—The W. A. Long Commission Co. will move into large and roomy quarters in the Newcomb Hotel, a 10-year lease having been taken by the grain company.

Emden, Ill.—Hildebrand Bros. have bot the elvtr. of Ashton & Son, paying \$8,000. Mr. Ashton, who has been in the grain business here for the last 18 years, will retire.

Farmington, Ill.—We have just completed a 12,000-bu. elvtr. on the site of the elvtr. burned Oct. 10. The old elvtr. was fully insured.—E. E. Davis, mgr. Buckley, Pursley & Co.

Springfield, Ill.—Examinations will be held Dec. 14 in Chicago, Sterling, Murphysboro, Champaign and in this city, for the position of registrar of the state grain inspection dept.

London Mills, Ill.—The new 20,000-bu. elvtr. of the Farmers Elvtr. Co. is nearly completed. The building is 30x30 ft. and 32 ft. to the plate. The roof will be put on in a day or so.

Cody sta., Springfield p. o., Ill.—The elvtr. of the Central Illinois Grain Co., burned Oct. 3, has been rebuilt. The new house has a capacity of 20,000 bus., with a 10,000-bu. crib annex. W. H. Wenholz had the contract.

Sidell, Ill.—The elvtr. of the Sidell Elvtr. Co. was forced to close for repairs, Nov. 23, when the large smokestack of the elvtr. was blown down by a sudden windstorm.

Yorktown sta., Tampico p. o., Ill.—Mathis Bros., owners of the elvtr. here and at Hoopole, are making an effort to secure a private right-of-way for an electric road from here to Tampico.

La Hogue, Ill.—The stockholders of the Farmers Elvtr. Co. held a meeting recently and elected 10 additional directors, making 19 in all. Sam Farthing was selected to manage the business.

Dakota, Ill.—Morgan Shippy, who will succeed Mr. Cotherman as mgr. for the H. A. Hillmer Co., has arrived and will go to work at once, Mr. Cotherman remaining with the firm however until Jan. 1.

Weston, Ill.—We will rebuild our elvtr. burned Oct. 20, in the spring; have not decided on plans or material as yet, but expect to put up a modern elvtr. as near fireproof as it is possible to construct it.—Graves & Hurburgh.

Peoria, Ill.—Homer H. Dewey, of W. W. Dewey & Sons, a well-known and popular member of the grain trade of this city, was married Dec. 7, to Miss Orrel Howard, of Sheffield, Ill. The honeymoon will be spent in the South.

La Hogue, Ill.—The books of the Farmers Elvtr. Co. have been audited and the total loss placed at \$14,000, which, it is said, is largely due to transactions for future delivery to hedge against grain which was stored free and sold to make room in the elvtr.

St. Anne, Ill.—While adjusting some guy ropes holding the smokestack of the elvtr. of the Tegge Grain Co., Walter Shipley, an employee, lost his footing and fell from the ladder to the floor, sustaining several bruises and a badly cut eye. No bones were broken however.

Canton, Ill.—While installing an electric motor in the elvtr. of Buckley-Pursley & Co., Le Roy Smith, an electrician, caught the second finger of his right hand between a 250-lb. pulley and the flooring of the elvtr., splintering the bone and injuring the finger so badly that amputation may be necessary.

Fogarty Siding, Broadwell p. o., Ill.—We will equip our 18,000-bu. elvtr., now under construction, with a reclaimer and automatic scale and will operate by electric power. Our officers are Geo. D. Corwine, pres.; S. G. Baughan, sec'y, and David Eury, treas.—S. A. Warrick, mgr. Farmers Grain & Coal Co.

Jacksonville, Ill.—The program com'te of the Illinois Farmers Grain Dealers Ass'n recently held a meeting here to arrange the program of the annual meeting to be held Feb. 19-21, 1913, in this city. Members of the com'te are Fred Wallbaum, Ashland; J. A. McCreery, Mason City, and C. J. Bear, Monticello.

Kappa, Ill.—The 30,000-bu. elvtrs. for the El Paso Elvtr. Co. here and at Panola, Ill., have been completed by W. H. Wenholz and are receiving grain. A 10-h.p. electric motor supplies power here and a 10-h. p. New Era Gasoline Engine supplies power at Panola. Each house has two legs with 12x6 buckets and a Reliance Automatic Scale.

Fairmount, Ill.—G. R. Catlett, who formerly owned the elvtr. at this station, had an agreement with his employees that they were to receive compensation for time in addition to their regular hours at the elvtr. and when he sold the elvtr. to H. P. Worden the employees claimed that they were given to understand that the new proprietor would continue the practice. When Mr. Worden brot suit against an employe for a load of coal, the latter claimed that he had worked overtime to offset the price of the coal, but Worden alleged that he had no agreement of that kind with the men and the fact that the former owner had such an understanding did not make it binding to him. The judge found for Worden, ordering payment of the \$7.50 due.

Decatur, Ill.—The E. A. Staley Mfg. Co., starch manufacturers, will spend \$400,000 in improvements in its plant in the spring. Four new buildings will be erected and new machinery installed. When completed the plant will have a grinding capacity of 10,000 bus. of corn per day. At present it is grinding 6,000 per day and is running day and night.

Savanna, Ill.—A section gang of the C. M. & St. P. Ry. Co., presumably working under orders, built a fence on both sides of the elvtr. of M. A. Law, during the night of Nov. 30, shutting the elvtr. away from the outside world and making it impossible for deliveries to be made. Mr. Law tore the fence down and it was rebuilt, whereupon he demolished it again and as yet it is still down.

Chesterville, Ill.—The elvtr. of Dare & Layton, containing 10,000 bus. of new corn, burned to the ground at midnight, Nov. 22. The elvtr. was loaded to capacity and a carload of new corn was loaded late that night to give room. The carload was also burned. The elvtr. was a mass of flames when the fire was discovered, but it is believed that the fire started from a hot-box in the engine room. The loss was \$15,000; insurance \$6,000. The plant will be rebuilt.

Urbana, Ill.—The directors of this ass'n held a meeting at the Hotel La Salle, Chicago, Dec. 4, and unanimously decided to accept the invitation of the Board of Trade to hold the 20th annual meeting of the ass'n in that city. The date of the meeting was fixed as June 3 and 4, 1913. The com'te of arrangements of the Board of Trade is composed of Adolph Gerstenberg, B. S. Wilson, Edward Hymers, J. H. Raleigh and E. N. Combs. The La Salle Hotel will be the headquarters of the ass'n.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Latham, Ill.—Frank Stennett recently brot suit against Henry Maus, who operates a corn sheller with a portable soft coal engine adjacent to the property owned by Mr. Stennett, alleging that the corn sheller was a public nuisance, as it was not enclosed in a building and threw chaff and sparks all over the village, endangering the plaintiff's barns, which stood within 100 ft. of the machine. The noise of the engine was also alleged to be objectionable, irritating and exciting the blooded horses raised by the plaintiff. The case was hotly contested for three days, but was won by Mr. Maus.

Clinton, Ill.—On Jan. 11, 1911, the Jenkins Grain Co., at the request of John Brittin, then living, bargained to buy of him 2,800 bus. of corn at 40c per bus., delivered at the Jenkins Elvtr. and to be paid for upon delivery, the date agreed upon being June 1. The grain was not delivered on that date and defendants refused also to deliver same at any time thereafter. John W. Brittin died May 12, 1911, and none of the other defendants delivered or promised to deliver the grain, but on the 25th of August sold the corn to the Farmers' Grain Co. of Tabor, Ill. The grain company brot suit to recover \$1,000 damages against administrators of the estate and secured a judgment of \$60. It is that the case will be appealed.

Kasbeer, Ill.—John T. Zink, mgr. of the Farmers Elvtr. Co., was cleared of the embezzlement charge brot against him by some of the stockholders of the Farmers Elvtr. Co., at Otho, Ia., where he was formerly mgr., the judge taking the case away from the jury and rendering a verdict of not guilty because of insufficient evidence. Mr. Zink was alleged to have misappropriated \$3,000 belonging to the elvtr. company when the books of the company were audited after he had left the town. Mr. Zink, however, showed that the report of the auditors was erroneous and demonstrated that most of the shortage against him was due to the failure of the auditors to include the check book and the return book accounts in their investigation and to a shrinkage in grain. Mr. Zink is considering action against those responsible for the accusations against him, but will take no action

against the company, as more than 35% of the stockholders were his friends and protested against his arrest.

CHICAGO NOTES.

W. H. Perrine & Co. Inc. has increased its capital stock from \$40,000 to \$50,000.

John E. Brennan has been appointed sec'y-treas. of the Grain Receivers Ass'n of the Board of Trade.

The finance com'te of the Board of Trade has fixed the rate of interest for December at 6% on grain drafts.

Red winter wheat continues to command handsome premiums over the May future, No. 2 in store selling Dec. 9 at 13c over May.

Wm. M. Herely, for many years in the grain and hay trade at this market and an old-time member of the Board of Trade, died Dec. 6.

The value of the policies in the Mutual Benefit Ass'n of the Board of Trade is now \$3,116, 38 new members being admitted during November.

Geo. Heakes, who has been handling alfalfa hay under the style of Fred Heakes & Sons, with desk room in the Board of Trade bldg., has returned to Mobile.

We are moving into larger and better arranged quarters at Room 430, Postal Telegraph Bldg. Our old number was Room 537.—F. D. Austin, mgr. E. P. Bacon Co.

Frank M. Bunch, pres. of the Board of Trade, has been appointed by Mayor Harrison a representative to the city planning conference to be held here in 1913.

Pres. Frank M. Bunch headed a large delegation of Board of Trade men, who called, Dec. 4, on Governor-elect Dunne to urge the appointment of Patrick O'Connor as chief grain inspector to succeed W. Scott Cowen.

Pres. Bunch of the Board of Trade has appointed Adolph Gerstenberg, B. S. Wilson, Ed. Hymers, J. H. Rawleigh and E. M. Combs a special Com'te of Arrangements for the annual meeting of the Illinois Grain Dealers Ass'n, which will be held in this city June 3d, 1913.

The old Panhandle Elvtr. is being overhauled and placed in working condition by the Witherspoon-Englar Co. One new receiving leg of large capacity is being added, a new shipping spout, a new Fairbanks Hopper Scale, new transfer belt and car puller and other machinery necessary to increase the handling capacity.

The following have applied for membership in the Board of Trade, Wm. J. Butt-schau, Garfield T. McClean, Warren W. Watson, Frank E. White, Wm. A. Bachmann, and Robt. L. Sanderling have been admitted to membership and the certificates of Frederick R. Warner, Theo. H. Waterman, Hiram S. Bickett, H. J. Aaron, Herbert A. Baughn and M. B. Craft estate, are posted for transfer. Memberships are selling at \$2.350 net to buyer.

The wrecking of the Rock Island Elvtr. "B" will be started as soon after Jan. 1 as possible, and owners of grain stored in the house have been requested to communicate with J. Rosenbaum, the lessee, at once. The records show 102,942 bus. No. 2 red winter wheat in the house, 40,000 bus. of which was put in previous to Jan. 1, 1911, one receipt calling for 954 bus., was dated July 5, 1910, making the wheat about 2½ years old.

Delivery of car lots on contract during the last six days of any month in an active future is provided for in an amendment to the rules of the Chicago Board of Trade requested in a numerously signed petition to the directors, and supported by the Grain Receivers' Ass'n. The object of the proposed amendment primarily will be to prevent any corner wherever possible. It will give people who may be short while having the grain bought to arrive a better chance of delivering on their contracts. It is also understood that the amendment if passed will supersede the rule permitting defaulting on contracts under certain conditions.

The Board of Trade Young Men's Club gave a dinner at the Hotel La Salle, Dec. 3. The attendance was large.

CHICAGO CALLERS: Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.; E. Zoller, Davenport, Ia.; E. H. Meadows, Jr., New Bern, N. C.; L. R. Jeter, Yorkville, Ill.; J. L. Barr, Denver, Colo.; A. H. Holcomb, Sycamore, Ill.

Congestion in the freight yards of the city is causing heavy work in the inspection dept., and inspectors are, in many cases, finding it hard work to locate their cars. During the last week it was found necessary to send men out of the Chicago district to sample over 100 cars, mostly barley, that were held on the Soo Line because of a blockade in the Alton yards. The state inspection dept. is working Sundays in an effort to prevent a delay in the handling of grain at this market.

W. M. Hopkins, mgr. of the Transportation dept. of the Board of Trade, issued Bulletin No. 197, Nov. 27: The Belt Railway has published a rate of 1/2 cent per 100 lbs. (minimum weight 60,000 lbs.), on shipments originating at and destined to points within the Chicago switching district handled by the Belt Railway between connecting lines; effective Nov. 25. The former charge was \$2.50 per loaded car and \$1.25 per empty car, which charge still obtains on shipments originating beyond Chicago handled by the Belt Railway as an intermediate line.

The official map of the Chicago Switching District is now ready for distribution and copies can be obtained from L. A. Lowry, agt. Standing Switching Com'te, Transportation Bldg. The map is 27x30 in., and shows the various railroads having terminals in the Chicago District, including belt and switching roads. The freight stations in the Chicago district, indicating the facilities at said stations: i. e., industries, team tracks, freight houses and an alphabetical list of stations in the Chicago district, indicating facilities of each road reaching such stations. Other interesting information is also given on the map.

The directors of the Board of Trade have adopted the following resolution: Resolved, That all persons at interior points, not members of this Ass'n, engaged in the buying of grain to arrive for shipment or in transit for this market, or soliciting offers of grain for sale on the Chicago market to arrive, or in transit, shall be subject to the provisions of Section 34 of Rule IV, the Solicitor's rule, which reads as follows: No person, firm or corporation enjoying the privileges of this Ass'n shall employ any person as such solicitor until such solicitor shall have been approved by the Membership Com'te, nor continue such employment after having been directed by such com'te to discontinue it.

INDIANA.

Indianapolis, Ind.—Geo. Warren, for 35 years, supt. at Elvtr. "A," has retired.

Decatur, Ind.—The Bowers-Niblick Grain Co. has built a shed over the scales at the elvtr.

Clinton, Ind.—Wm. Wrightsman, of East Lynne, has bot the two elvtrs. of the Clinton Grain & Feed Co.

Indianapolis, Ind.—R. D. Fisher, formerly identified with the grain trade, has been ill for some time and is confined to his home.

Cicero, Ind.—The elvtr. of Elmer Cornthwaite, containing several thousand bus. of grain, burned Dec. 1; loss \$18,000; insurance \$4,000.

Kennard, Ind.—H. F. Bowen, mgr. of Anderson & Bowen at Aboite, is now mgr. for his father, who recently bot the elvtr. of Mercer & Morris.

Indianapolis, Ind.—The Board of Trade has appropriated \$250 in cash for prizes to be distributed at the Prize Grain Contest to be held in conjunction with the annual meeting of the Indiana Grain Dealers Ass'n in this city, Jan. 21 and 22.

Keystone, Ind.—D. M. Light, of Greenville, O., has bot the elvtr. of the Keystone Grain Co., owned by Frank and Noah Haecker and J. F. Blocker.

Fairfield, Ind.—I have bot the interest of C. F. Seward in the business of Seward & Rakestraw and will conduct same in my own name.—H. E. Rakestraw.

Columbus, Ind.—H. Griffith is making extensive improvements at his elvtr. and has installed a new cleaner and a 25-h.p. electric motor. Two more motors will be installed and the elvtr. will be operated entirely by electricity.

L. C. Reynolds, a farmer of Posey county, has drafted a bill making it unlawful for farmers to permit wild onions and wild garlic to grow on their land. One section of the bill makes it unlawful for any one to sell or offer for sale wheat, oats, peas or hay that contain either wild garlic or onions. He will make an effort to have it introduced at the next session of the legislature.

Indianapolis, Ind.—The following members have been admitted to membership in the Indiana Grain Dealers Ass'n since my last report: Lafayette Hominy Mill Co., Lafayette; Haller & Walker, Eaton; Sullivan Mill & Elvtr. Co., Sullivan; Thornton Grain Co., Thorntown; W. W. Evans & Son, Otterbein; McConnell & Messner, Atkinson; Kirkpatrick Bros., Raub; Sheridan Mfg. Co., Sheridan; E. N. Cook, Plymouth; George R. Ogden, Milford; J. E. Deaton, Sidney; W. H. Williams, Jr., Selma; Covington Grain Co., Covington; Princeton Mfg. Co., Princeton; Edgar Thompson, Brownsburg; Browning & Co., Alexandria; Harrington Bros. Co., Rensselaer; Edwin Harris, Mount Ayr; Stevenson & Clark, Frankfort, and Nathan Grain Co., Fort Wayne, all of Indiana; Union Grain & Hay Co., Cincinnati, O.; Burns Grain Co., Buffalo, N. Y.; J. S. Lapham & Co., Detroit, Mich.; Miller Grain Co., Indianapolis, Ind., and Richardson Bros., Philadelphia, Pa.—Chas. B. Riley, sec'y.

Troy, Ind.—During the night of Nov. 23, thieves broke into our office, worked the combination of our safe and secured \$24.20 in cash, leaving about \$100 in checks. On the 18th, they broke into a grain office at Chrisney and secured \$80, working the combination there also. There were three of them and they were seen several times at a small junction. On the morning after the robbery a local detective drove down the R.R. tracks, and noticing a stranger walking down the tracks followed him for about 20 miles before arresting him, in the hopes that he would join his pals. When the prisoner was searched, a small electric searchlight, a map of the state of Illinois with numerous towns pencil-marked, a box of matches and \$4 in money were found in his pockets. In the meantime we were searching for our cash-box, which had been carried away, and found a small dry-cell corresponding with the one in the flashlight of the prisoner; but the cash-box was not found until the next day. The prisoner has been bound over to the grand jury under a \$1,000 bond. A week later two men were caught at Stephenport, Ky., in the act of robbing the bank, and it is that they are the confederates of the fellow under arrest here. We have sufficient evidence to convict him. On the safe opened at Chrisney the entire combination was turned off, which made it necessary to turn four numbers to open it. Evidently they are experts. No doubt these are the men who have been working thru southern Illinois.—P. M. Backer, Peter Backer & Son.

IOWA.

Woodward, Ia.—W. W. Hooros has bot the elvtr. of McColl Bros.

Zearing, Ia.—The elvtr. of Haase Bros. burned to the ground Nov. 10.

Lohrville, Ia.—Wright & McWhinney of Des Moines, have bot the elvtr. of D. A. Evans.

Maxwell, Ia.—The Farmers Grain Co. is building new corn cribs.

Le Mars, Ia.—The Farmers Elvtr. Co. has installed a moisture tester.

Letts, Ia.—The elvtr. of Garrett Bros. burned Nov. 6, will be rebuilt.

Denison, Ia.—The Doud Mfg. Co. will build a new elvtr. to cost \$6,000.

Flugstad, Ia.—Wm. Melrose has resigned as mgr. of the Farmers Elvtr. Co.

Atlantic, Ia.—The Atlantic Mill & Elvtr. Co. will install motors and operate by electricity.

Jefferson, Ia.—The D. Milligan Co. is installing new machinery purchased from the American Supply Co.

Kellerton, Ia.—We are building a 20,000-bu. elvtr. and will operate as the Kellerton Elvtr. Co.—Grant McCullough, mgr.

Sioux City, Ia.—J. A. and E. H. Tiedeman have bot the interest of Nicholas Tiedeman in the Tiedeman Elvtr. Co.

Arthur, Ia.—I have been transferred from Odebolt to this station by the Trans-Mississippi Grain Co.—C. W. Boyer, agt.

Cedar Falls, Ia.—The Hartford Grain Co. is building an elvtr. The machinery will be supplied by the American Supply Co.

Davenport, Ia.—Dick Lane has been appointed trustee of the D. Rothschild Grain Co., which recently filed a petition in bankruptcy.

Story City, Ia.—J. M. Mehl, former mgr. of the elvtr. of the Farmers Elvtr. Co., at Garwin, is now mgr. of the Farmers Elvtr. Co. here.

Oyens, Ia.—I have been elected mgr. of the recently incorporated Oyens Co-operative Co. and will start business Dec. 16.—W. A. Talbraith, Fonda.

Dana, Ia.—The D. Milligan Co., of Jefferson, is building an elvtr. at this station. The equipment will be furnished by the American Supply Co.

Brayton, Ia.—Chas. H. Gustafson, of Dayton, has succeeded Hans Hansen as mgr. of the Rothchild, McCaustland Grain Co., Mr. Hansen resigning.

Odebolt, Ia.—E. H. Peters of Humphrey, Neb., has succeeded me as agt. for the Trans-Mississippi Grain Co.—C. W. Boyer, agt. same company Arthur, Ia.

South English, Ia.—We have succeeded the Home Lbr. Co., and I have remained as mgr. of the new company.—O. K. Morrison, mgr. Farmers Grain & Lbr. Co.

Akron, Ia.—The Farmers Grain Co. has bot suit against the C. M. & St. P. Ry. Co. for damages caused by defective cars furnished it for transportation of grain.

Grundy Center, Ia.—Philip Liebsohn is a partner of Maurice Gladstone in the recently purchased elvtr. of C. L. Kinney. The new owners will increase the storage to 50,000 bus.

Oyens, Ia.—The Farmers Co-operative Co. has been organized with a capital stock of \$25,000; officers are Magnus Schneff, pres.; John Wittkop, vice-pres. and treas.; Nic Wurth, sec'y.

South English, Ia.—The Farmers Grain & Lbr. Co., incorporated; capital stock \$18,000; incorporators and officers, W. H. Gammill, pres.; C. Moore, Webster, vice-pres.; J. M. Van Kirk, sec'y-treas.

Garwin, Ia.—Mr. Biehl, of Jefferson, has succeeded Messrs. Mehl and Golwitzer as mgr. of the elvtrs. of the Farmers Elvtr. Co. Mr. Mehl will manage the elvtr. of the Farmers Elvtr. Co. at Story City.

Winfield, Ia.—We have sold out to the Winfield Elvtr. & Supply Co., and I am mgr. of the new company. Officers are Chas. E. Haight, pres.; Cleve Cotter, vice-pres., and Oscar E. Courter, sec'y and treas.—H. W. Van Dyke, formerly of H. W. Van Dyke & Son.

Sioux City, Ia.—H. H. Gear, our traveling representative on the road for the last six months, and formerly gen. supt. of the Interstate Elvtr. Co. for 5 years, has been appointed Chief Inspector and Weighmaster of the Board of Trade, taking office Dec. 1.—Flanley Grain Co.

Arthur, Ia.—The Shotwell Mfg. Co. of Chicago, has built a 10,000-bu. popcorn elvtr., equipped with sheller, cleaner, sack-ers, manlift, etc. It has also built cribs that will hold 5,000,000 bus. J. C. Nickelson, former mgr. for Trans-Mississippi Grain Co. is mgr.—C. W. Boyer.

Des Moines, Ia.—The grain dealers of this city contemplate moving into the new Hubbell Bldg. as soon as it is finished, occupying offices on the 7th floor. The building will be fire-proof, 11 stories high, and the most modern building put up here. Should the dealers move an effort will be made to have a sub-postal station in the building.

Kinross, Ia.—We have just started to build a 16,000-bu. elvtr. on the C., R. I. & P. and will add a 10,000-bu. annex next summer when concrete will work better. The present house has only ordinary machinery dump for shelled corn and automatic scale. We will continue to handle building materials and coal.—C. F. Cashman, director of Liberty Lbr. Co.

Sioux City, Ia.—The local meeting of grain dealers held at the new Hotel Martin, Nov. 15, under the auspices of the Western Grain Dealers Ass'n, was attended by about 75 dealers. The usual informal program of discussion of subjects relating to local conditions, transportation, terminal markets and legislation, was led by Pres. E. A. Fields and Sec'y Geo. A. Wells, and a demonstration was given of the Brown-Duvel moisture tester. A banquet was given in the grill room of the hotel at 6:30 p. m., Mr. Fields acting as toast-master, and was enjoyed by all. Considerable interest was manifested in having the annual meeting of the Ass'n held at Sioux City in April.

KANSAS.

Bison, Kan.—The Hunburg Lbr. Co. is installing a No. 4 car loader.

Strawn, Kan.—The new elvtr. of S. A. Hutchinson has been completed.

Gerlane, Kan.—I am now mgr. for the Miller Grain Co., at this station.—H. H. Shields.

Wellington, Kan.—The 14,000-bu. elvtr. of J. D. Infield has been finished and is in operation.

Bigelow, Kan.—J. G. Chitty has succeeded me in the grain business.—C. H. Wagner, Wagner Grain & Stock Co.

Atchison, Kan.—The new drier of the Elair Elvtr. Co. has been completed. It has a daily capacity of 15,000 bus. of corn.

Protection, Kan.—The Protection Grain Co. has been granted the right to change the name of the firm to the Southwestern Grain Co.

Peru, Kan.—There are no elvtrs. here. I have done a scoop shoveling business for several years and am the only grain man here.—G. W. Smith.

Topeka, Kan.—Chas. A. Geiger, who recently purchased the interests of the Topeka Grain & Elvtr. Co., will operate as the Chas. A. Geiger Grain Co.

Plainville, Kan.—I have succeeded W. W. Young as mgr. for the Topeka Grain Co., Mr. Young now being mgr. of the Farmers Co-operative Co.—A. J. Glotzbach.

Minneapolis, Kan.—E. W. Reed and G. G. Gordon are mgrs. of the recently incorporated Farmers Elvtr. Co. A. C. Keller is vice-pres. and Lee McKissick, sec'y.

Kelly, Kan.—I have traded my elvtr. at this station to L. P. Hueter and will in future be located at Concordia, Kan.—F. W. Kasl, formerly prop. Kelly Mill & Elvtr. Co.

West Mineral, Kan.—Stauffer, Cammack & Co., of Columbus, will build an elvtr. at this point to be operated under the name of the Stauffer, Cammack Grain & Elvtr. Co.

Penalosa, Kan.—The 15,000-bu. elvtr. of W. T. Shute, of Macksville, at this station, containing 1,000 bus. of wheat, burned Nov. 14; loss \$5,900. The elvtr. will be rebuilt in the spring.

Sherdahl, Kan.—I have enlarged my elvtr. at this station, increasing the capacity to 10,000 bus., and have installed a Cornwall Cleaner and a Sidney Sheller. Also have a Richardson Scale.—J. W. Berry, Scandia.

Wichita, Kan.—A. Kelly, member of the Kelly Bros. Grain Co., has filed a petition in bankruptcy, placing his liabilities at \$8,000 and naming his assets as office furniture, wearing apparel and a \$750 debt to the firm.

Concordia, Kan.—The Farmers Mill & Elvtr. Co. has been organized at this station with a capital stock of \$15,000 and has let contract for an elvtr. to the Van Ness Constr. Co. Officers of the company are M. Stensaas, pres.; Delos Ramsey, vice-pres.; W. C. Green, treas., and A. Nalibaux, sec'y.—F. W. Kasl.

Woodruff, Kan.—A scooper at this station is giving considerable trouble to the regular dealers here, who are the Minden Grain Co., of Minden, Neb., and the Central Granaries Co. Protests by the Minden Grain Co. to the terminal market receiver are unheeded by the latter, who continue to keep the scalper posted.

Hutchinson, Kan.—J. R. Baker of the Rock Mill & Elvtr. Co. has offered to install a 10-ton steel beam scale, employ a bonded weighmaster, the scales to be for public use with all expenses and 25% of the proceeds to be paid by the grain company, providing the city will grant a site for the scales at the side of the parking in front of the office of the Rock Co., but the commission is not disposed to accept the offer, fearing opposition of the property owners along the parking.

Receipts of grain at Wichita during November included 1,384,400 bus. of wheat, 98,400 of corn, 15,000 of oats and 58,800 bus. of kafir corn; compared with 476,300 bus. of wheat, 175,200 of corn, 24,000 of oats and 25,000 bus. of kafir corn received during November, 1911. Shipments for the month included 758,400 bus. of wheat, 86,900 of corn, 8,000 of oats and 45,000 bus. of kafir corn; compared with 170,500 bus. of wheat, 96,000 of corn, 11,500 of oats and 20,000 bus. of kafir corn shipped during November, 1911.—James H. Sherman, sec'y Board of Trade.

KENTUCKY.

Louisville, Ky.—S. Zorn is mentioned as a candidate for the Democratic nomination of mayor of this city.

Sharpsburg, Ky.—M. V. Bostain has decided not to rebuild the mill and elvtr. of the Sharpsville Roller Mills Co., burned Nov. 9, and has sold the site to H. T. Hopkins, who has already started construction on a new plant. The fire is still smoldering in the great piles of grain, and Mr. Hopkins hopes to set a record by having a new plant in operation before the grain from the old one stops burning. The loss on the plant was \$25,000; insurance \$5,000.

Lexington, Ky.—A dispute has arisen between the L. & N. Ry. Co. and the C. & O. Line because the former road has built a switch to the Elmendorf Elvtr. across the tracks of the C. & O. When the L. & N. announced its intention the C. & O. stationed a watchman at the point of crossing, but while the guard was at lunch a construction gang from the L. & N. laid the switch. Threats were made to tear it up, but thru the efforts of C. H. Berryman, mgr. of the elvtr., the matter will be settled by arbitration.

LOUISIANA.

Lake Arthur, La.—The Peoples Rice Mill Co., incorporated to conduct a rice milling business; capital stock \$10,000.

NEW ORLEANS LETTER.

G. B. Harrison, formerly supt. of the Westwego Elvtrs., has been appointed supt. of all the terminals of the Texas & Pac. Ry. Co., in this city and including the elvtrs. at Westwego.

Exports of grain from New Orleans during November included 2,007,150 bus. of wheat, 175,250 of corn and 38,240 bus. of oats; compared with 2,053 bus. of wheat, 114,278 of corn and 8,283 bus. of oats exported during November, 1911. Since Sept. 1, exports have amounted to 5,548,532 bus. of wheat, 377,034 of corn, and 140,573 of oats; compared with 189,993 bus. of wheat, 506,174 of corn, and 12,403 bus. of oats exported in the corresponding period of last year. Dec. 1, 112,000 bus. of wheat were in the harbor on board ships not cleared.—W. L. Richeson, chief grain inspector.

The recent reduction in rates on wheat and corn for export has been the means of bringing several millions of bushels of wheat for export thru this port, and it is said that several million bushels more will be brought thru the local gateway by the extension of the rate. For the first time in almost a decade the railroad elvtrs. have been filled with grain and the exports up to date have gone beyond the 3,000,000-bu. mark. The Mo. Pac. lines are handling the bulk of the exports in wheat, and it is said they have booked several cargoes of corn to be moved between now and the middle of December. Up to a few days ago they had 400 carloads of grain at Alexandria to be brought to Westwego elvtrs., and at times trainloads of wheat have been brought here by that line. The Illinois Central elvtrs. expect to do a much larger business in the succeeding weeks.

MARYLAND.

Baltimore, Md.—The annual dues for membership in the Chamber of Commerce for 1913 have been fixed by the directors at \$30.

Baltimore, Md.—All odd figures are now omitted from the grain statistics telegraphed from this market to Chicago and other exchanges and only round numbers are used for receipts, shipments, etc. The new system went into effect Dec. 1.

Baltimore, Md.—Grain men are urging the erection of an up-town elvtr. to relieve the B. & O. and Penna. Elvtrs., which are being taxed to their capacity. The Western Maryland Ry. Co. is reported to have tentatively promised to take up the matter.

Chewsville, Md.—B. Abner Betts, formerly in the grain and produce business at this station, died suddenly, Nov. 25, at his home in Hagerstown, from heart disease. Mr. Betts built an elvtr. here in 1881, and also conducted an elvtr. at Fairfield for several years. He was 59 years old at the time of his death and is survived by his wife and two children.

Receipts of grain at Baltimore during November included 1,782,534 bus. of wheat, 263,277 of corn, 4,456,639 of oats, 58,482 of barley and 127,793 bus. of rye; compared with 1,306,469 bus. of wheat, 456,345 of corn, 48,294 of oats, 1,197 of barley and 104,098 bus. of rye received during November, 1911. Shipments 1,143,167 bus. of wheat, 20,383 of corn, 3,509,283 of oats and no barley nor rye; compared with 1,103,697 bus. of wheat, 106,601 of corn, 600 of oats and no barley nor rye shipped during November, 1911.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Carsonville, Mich.—Carsonville Elvtr. Co., incorporated; capital stock \$15,000.

The annual meeting of the Michigan State Millers Ass'n will be held in Lansing, Jan. 21 and 22.

Grand Rapids, Mich.—Loveland & Hinman have succeeded the Glen R. Loveland Co.—Voigt Mfg. Co.

Detroit, Mich.—A bean war which may include all the elvtrs. of the state is imminent as a result of a special meeting of the Bean Jobbers Ass'n. recently held in Lansing, because it is alleged that W. H. Edgar of this city tried to corner the bean market.

Windsor, Mich.—Thos. Vollans, prop. of the Champion Flour Mill from 1876 to 1909, died Nov. 19, at the age of 83.

Sandusky, Mich.—The Farmers Grain Co. has been organized by J. H. Murphy, who will act as sec'y. The new company will succeed J. H. Murphy & Co., which has been dissolved, and will operate the elvtr. recently purchased from the Farmers Elvtr. Co.

Grand Rapids, Mich.—While helping an employe of the Grand Rapids Grain & Mfg. Co. to remove a 2x4 plank from the cogs of a 40-h.p. water-wheel, Henry Dykema lost his balance and fell against the wheel. In an instant his body was jammed between the beveled gears with his head against the rapidly revolving shaft and one hand caught in the cogs. It is believed that he was instantly killed, altho it was some time before the body was released, as it was necessary to break the headgates and let the water into the canal, automatically stopping the wheel, before help could reach him.

Receipts of grain at Detroit during November included 294,000 bus. of wheat, 186,000 of corn, 383,700 of oats, 4,000 of barley, 81,000 bus. of rye; compared with 198,687 bus. of wheat, 487,531 of corn, 163,691 of oats, 37,416 of barley and 28,975 bus. of rye received during November, 1911. Shipments for the month included 82,000 bus. of wheat, 106,400 of corn, 106,700 of oats, no barley and 9,570 bus. of rye; compared with 17,117 bus. of wheat, 182,739 of corn, 10,565 of oats, 22,421 of barley and 12,776 bus. of rye shipped during November, 1911.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Pipestone, Minn.—The elvtr. of E. A. Brown burned recently.

Taunton, Minn.—A farmers elvtr. company is being organized at this station.

Sedan, Minn.—The elvtr. of the Woodworth Elvtr. Co. is now open for business.

Brewster, Minn.—Hubbard & Palmer recently bot the elvtr. of the Geyerman Grain Co.

Hancock, Minn.—I have succeeded Wm. Meinke as agt. for the Cargill Elvtr. Co.—O. A. Ekberg.

Hancock, Minn.—I have succeeded R. B. Ehrle as agt. of the Northwestern Elvtr. Co.—H. L. Brevig.

Ersline, Minn.—The elvtr. of the Ersline Elvtr. Co. has been completed and is now ready for business.

Breckenridge, Minn.—Chas. Schneider, mgr. of the Equity Elvtr. & Trading Co., died Nov. 20 of pneumonia.

Rowena sta., Wabasso p. o., Minn.—J. W. Smith, of Minneapolis, contemplates the erection of an elvtr. at this station.

Hokah, Minn.—The elvtr. of the Farmers Elvtr. Co. has been completed and will begin taking in grain in a few days.

Herman, Minn.—O. W. Jones has succeeded me as agt. for the Cargill Elvtr. Co.—E. E. Houghton, agt. E. W. Ketcham, Willow Lake, S. D.

Rowena sta., Wabasso p. o., Minn.—The elvtr. of the Farmers Elvtr. Co. burned recently, will be rebuilt at once; partially insured.—A. J. Weldon.

Duluth, Minn.—The Consolidated Elvtr. Co. will build a 2,000,000-bu. fireproof elvtr. and will remodel and improve Elvtr. "H," increasing its capacity and enlarging the handling facilities.

Morris, Minn.—We have purchased the elvtr. of the E. P. Lindgren Grain Co., and have succeeded them in the grain business at this station.—A. A. Davidson, pres. A. A. Davidson Grain Co.

Plainview, Minn.—M. J. Manchester and Chas. E. Linton have bot the three elvtrs. of the late J. F. Thompson. The elvtrs. are at this station, Elgin and Viola. Mr. Richmond will be mgr. and the firm will operate as C. E. Richmond & Co.

Odessa, Minn.—The Odessa Farmers Mfg. Co. entertained its friends and patrons, Nov. 30 on the occasion of the reopening of the plant, which has been remodeled and fitted with new machinery thruout. Hot coffee and sandwiches were served to all who came and 3 prizes were offered to the farmers bringing the three largest loads of wheat to the mill on that date. Hand-bills containing a cordial invitation were distributed to the farmers near and far.

MINNEAPOLIS LETTER.

The Gt. Nor. has begun work on its new terminal yards and is enlarging its freight-handling facilities in the Hoag Lake district, at a cost of \$200,000.

Application for traveling representative license has been received by the Chamber of Commerce, signed by Chas. W. Frizzell, to represent G. E. Gee Grain Co.

The official bakery of the state is now located on the 5th floor of the Corn Exchange Bldg., with A. D. Wilhoit in charge. The bakery is designed to settle disputes arising in the inspection dept. regarding the value of the wheat inspected.

The following memberships in the Chamber of Commerce have been transferred: From Monroe B. Keith to Arthur M. Hartwell; Clement B. Stern to Walter Stern; Henry F. Arnes to O. H. Erickson, W. C. Stinson to J. T. McGlinn, and the following request for transfer has been posted: From Chas. Silverson to Charles Vogtel.

The following have been admitted to membership in the Chamber of Commerce: Walter Stern, O. H. Erickson, J. T. McGlinn, Lewis H. Clough, Jr., Hugh R. Campbell and Felton D. Gill. Application for membership has been made by Everett Aughenbaugh & Co., Northwestern Grain & Seed Co., Fruen Cereal Co. and the Minneapolis Barley Co.—Jno. G. McHugh, sec'y.

Nine railroad companies named in the petition filed with the state railroad and warehouse commission against the Minnesota Transfer Ry. Co. in protest against switching charges, filed a joint answer Dec. 3, claiming that the Minnesota Transfer Railway Co. is a separate carrier in fact and not a mere device set up to enable the roads to impose switching charges as the complaint alleges.

Minneapolis is the only grain market wherein producing carriers assess upon all classes of grain, switching or terminal charges in excess of published tariff rates, a practice not only unfair and unjust in itself, but one which is militating against this market thruout its producing territory, wherefore, it is apparent that our entire market is deeply interested in the matter of terminal charges.—Minneapolis Commerce Ass'n.

Receipts of grain at Minneapolis during November included 17,808,090 bus. of wheat, 495,970 of corn, 1,799,340 of oats, 4,851,130 of barley, 779,350 bus. of rye, compared with 12,723,950 bus. of wheat, 672,520 of corn, 1,073,490 of oats, 3,180,840 of barley and 384,920 bus. of rye received during November, 1911. Shipments for the month included, 3,000,200 bus. of wheat, 287,940 of corn, 2,178,260 of oats, 4,476,470 of barley and 466,810 bus. of rye; compared with 2,111,900 bus. of wheat, 183,100 of corn, 421,120 of oats, 2,576,440 of barley and 83,640 bus. of rye shipped during November, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Geo. S. Barnes, formerly pres. and gen. mgr. of the Northern Pacific Elvtr. Co., died at his home in Fargo, N. D., Nov. 28, after a lingering illness. Mr. Barnes began buying grain about 1872 at Barnesville, and a few years later formed the partnership of Barnes & Magill, which became the Northern Pacific Elvtr. Co. He was compelled to withdraw from the company on account of ill health, and after several years rest, re-entered the grain trade in this city, opening the grain commission office of G. S. Barnes & Co., in 1888. He was 72 years old at the time of his death and is survived by his widow, two sons and a daughter.

The following firms have been granted the privileges of membership in the Chamber of Commerce: Everett-Aughenbaugh & Co.; Northwestern Grain & Seed Co.; Tierney-Chambers Co. has ceased to possess membership privileges.

Geo. F. Piper, former member of the Chamber of Commerce, and E. C. Warner, pres. of the Midland Linseed Oil Co., members of the firm of Piper, Johnson & Case, will retire from the brokerage business Jan. 1, and the firm will be dissolved by limitation. The business will be taken over by Shearson, Hamill & Co., who have been correspondents for the firm for a long time, and will retain Frank Hurley and L. H. Piper, who have been with the McKight bldg. office of the firm, as representatives at that office. The Winnipeg office will be closed, but the Chamber of Commerce office will also be retained. Denman F. Johnson and George P. Case, other members of Piper, Johnson & Case, and Edgar T. Hanson, office mgr., will organize the Johnson-Case-Hanson Co., to do business in grain and stocks.

MISSOURI.

Montgomery, Mo.—C. H. Culbertson has bot a third interest in the mill, elvtr. and feed store of J. U. Marlow, paying \$12,000.

Stanberry, Mo.—The P. D. Blake Grain Co. has recently completed an elvtr. at this station. The R. M. Van Ness Constr. Co. had the contract.

St. James, Mo.—Harry Heller has installed new engines, cleaner and meal machinery and has thoroly overhauled the elvtr. he recently purchased.

Edina, Mo.—W. T. Wilson, of Monticello, has bot an interest in the grain business of A. Fisher and with Mr. Fisher's son Fred, will conduct it under the name of Wilson & Fisher.

Monroe City, Mo.—The 25,000-bu. elvtr. of the Monroe Coal & Grain Co. has been completed, the equipment, including a Sonander Automatic Scale, being furnished by the American Supply Co.

St. Joseph, Mo.—As a result of the transit grain rate hearing recently held here, all the work of transit inspection at this market will be checked up by the sending of daily reports to G. A. Kimball, supt. of the Kansas City Transit Bureau.

St. Joseph, Mo.—The advisability of establishing a grain transit agt. at this market, as a result of the recent order of the Interstate Commerce Commission, relative to the transit grain rate privileges, was the main topic of discussion at a meeting Nov. 29 of milling and grain men.

Princeton, Mo.—The affairs of the defunct Farmers Elvtr. & Supply Co. are being settled by the bankruptcy courts. G. F. M. Bradbury, former pres. and mgr. has been released on bond but Rome H. Hickman, who disappeared at the time of the failure, located in Canada several weeks ago, has escaped from the authorities and his present whereabouts are unknown. Regarding the four elvtrs. at Newtown, Mercer, Harris and Princeton, no construction work was ever done on the Mercer plant, the elvtrs. at Harris, Newtown and Princeton were partially completed only and are in the hands of the bankruptcy court. These plants were to be constructed under contract and the construction companies received only a small payment and we understand that but very little of the material and labor were paid for and each of these plants stand with a number of labor and lumber liens filed against them. The Newtown and Harris elvtrs. stand on railroad leased ground, the Princeton Elvtr. stands on ground purchased by the company on which they gave a Trust Deed or Mortgage for the purchase price. The plants are of cheap construction and no one seems to have any desire to purchase them. In fact they have not been offered for sale by the Trustee and it is likely that no action will be taken until the liens for machinery, labor and material are satisfied.—A. A. Alley of Alley Grain Co., Mercer, Mo.

St. Joseph, Mo.—Nothing doing in the grain movement; nothing coming in and no demand for grain.—A. G. R.

KANSAS CITY LETTER.

The Kansas City Hay Ass'n is planning to build a hay exchange building at a cost of \$30,000.

Mrs. Roana J. Clark, wife of T. P. Clark, local mgr. for Ware & Leland, died Nov. 9, after a lingering illness.

The Neola Elvtr. Co. of Illinois, with a capital stock of \$25,000, has been incorporated to do business in this city; capital stock \$5,000. This is the name under which the Armour Grain Co. will operate the recently leased Elvtr. "A" of the Santa Fe.

W. M. Sloan, who for the last four years has represented the Grain Dealers National Mutual Fire Ins. Co., of Indianapolis in the Southwest, has accepted a position with the Smith-Mann Grain Co., and will travel for it in Kansas and Oklahoma, where he has a host of friends in the grain trade.

Receipts of grain at Kansas City during November included 4,250,400 bus. of wheat, 735,000 of corn, 753,100 of oats, 35,200 of rye and 37,800 bus. of barley; compared with 1,215,600 bus. of wheat, 1,029,600 of corn, 486,200 of oats, 2,200 of rye and 23,800 bus. of barley received during November, 1911. Shipments for the month included 4,098,000 bus. of wheat, 377,500 of corn, 465,800 of oats, 26,400 of rye and 1,400 bus. of barley; compared with 1,315,200 bus. of wheat, 734,400 of corn, 345,100 of oats, 3,300 of rye and 33,600 bus. of barley during November, 1911.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Goffe & Carkener have moved into new quarters on the main floor of the Chamber of Commerce Bldg., where they have more spacious offices.

Miss Alma L. Goeke, daughter of F. W. Goeke of F. W. Goeke & Co., and Geo. H. Marquard, Jr., were married Thanksgiving Day. The honeymoon will be spent in the East.

A movement has been started to make it possible for the new governor of the state to appoint an expert on the grading of grain with a force of high-grade assistants to take care of the lesser details, to work in connection with the state grain inspection dept.

Members of the Merchants Exchange will vote Dec. 16 on an amendment to Sec. 8 of Rule 13, referring to duplicate certificates of membership, issued in case the original one is lost. Part of the amendment is as follows: "In the event of non-payment of dues on the original certificate covering two consecutive years from date of the first duplicate, the Board of Directors shall order the issue of an original in lieu of the existing duplicate, provided the duplicate has been preserved in good standing by payment of assessments as prescribed by Section 6 of this Rule. In the event of the presentation of the duplicate for transfer, a similar condition shall be endorsed upon the face of the new certificate, and such endorsement shall continue on each certificate until such time as the above provision operates to convert the duplicate into an original." They will also ballot on the adoption of the following paragraphs 4 and 5 of Sec. 6 of the same rule: "Paragraph 4. On all grain received and inspected at St. Louis and sold delivered to an industry in E. St. Louis, and on all grain received and inspected at E. St. Louis and sold delivered to an industry in St. Louis, the buyer shall pay the second inspection." "Paragraph 5. On all grain hay, straw, or mill feed sold for unloading at St. Louis, E. St. Louis or other points where Merchants Exchange Weighing supervision prevails, the cost of weighing shall be paid by the seller provided such cost does not exceed One Dollar (\$1.00) per car. Any cost in excess of One Dollar (\$1.00) per car to be borne by the buyer."—Eugene Smith, Sec'y.

Receipts of grain at St. Louis during November included 2,843,793 bus. of wheat, 1,279,935 of corn, 1,812,200 of oats, 19,935 of rye and 571,200 bus. of barley; compared with 937,917 bus. of wheat, 1,194,975 of corn, 860,500 of oats, 11,054 of rye and 252,284 bus. of barley received during November, 1911. Shipments for the month included 1,937,740 bus. of wheat, 465,530 of corn, 1,530,570 of oats, 10,070 of rye and 1,500 bus. of barley; compared with 916,520 bus. of wheat, 616,370 of corn, 802,080 of oats, 3,150 of rye and 3,580 bus. of barley shipped during November, 1911.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Simms, Mont.—Work is progressing rapidly on the elvtr. of the Central Montana Elvtr. Co.

Valier, Mont.—Work is progressing rapidly on the 35,000-bu. elvtr. of the Farmers Elvtr. Co.

Chinook, Mont.—The addition to the elvtr. of the Imperial Elvtr. Co. is nearing completion.

Glendive, Mont.—The elvtr. of the Farmers Elvtr. Co. has been completed and is now receiving grain.

Laurel, Mont.—The elvtr. of the Russell Mfg. Co., containing 15,000 bus. of grain, burned Nov. 29; loss on building \$10,000.

Billings, Mont.—P. B. Moss is interested in the combination of the grain growers of the state into a holding company. His idea is to have farmers build large storage houses in their towns and hold their grain till the millers come for it. He figures that by holding the grain produced in each community until the following spring that the farmers will make more than the cost of the storage house in added profits each year. He says he will keep on agitating the proposition until it becomes a fact.

Conrad, Mont.—During September we completed a 40,000-bu. elvtr. and have met with good success as far as receiving grain is concerned since we started. There are four elvtrs. in this town of 1,200 people, and at times this fall they have been taxed to the utmost to take care of the crop. One of the Conrad farmers obtained the first prize at the Minneapolis land show, and another obtained the second prize on wheat. We are making a place on the map for ourselves.—Arthur D. Johnson of Johnson Grain Co.

NEBRASKA.

Pickrell, Neb.—The Farmers Elvtr. Co. is building a 28,000-bu. elvtr.

Prairie Home, Neb.—I am now mgr. of the Farmers Grain Co.—Fred C. Hall.

Smyrna, Neb.—I am now mgr. for the Smyrna L. S. & Grain Ass'n.—A. P. Manier.

Mitchell, Neb.—C. F. Johnson is scoop shoveling at this station.—P. M. Ireland, agt. Aurora Mfg. Co.

Douglas, Neb.—The Farmers Elvtr. Co. has been organized and will build an elvtr. J. G. McPherson is pres.

Polk, Neb.—New agts. are L. O. Gladd for James Bell & Son and myself for the T. B. Hord Grain Co.—C. J. Carstonsen.

Ayr, Neb.—I am now mgr. of the Farmers Grain & Supply Co., which has succeeded the Stockham Grain Co. here.—O. P. Ellis.

Clarkson, Neb.—The Crowell Lbr. & Grain Co. is making extensive improvements at its elvtr. and is installing a Howe Wagon Scale.

Snyder, Neb.—Henry Thrum, head miller at the Snyder Roller Mills, while instructing a new engineer in the operation of the electric plant, received 2,200 volts and died instantly.

Ellis, Neb.—R. D. Ricker has succeeded me as mgr. of the Ellis Farmers Grain & Live Stock Co.—O. P. Ellis, mgr. Ayr Grain & Supply Co., Ayr.

Panama, Neb.—G. D. Hedges has succeeded Thos. Hedges & Son.

Moorefield, Neb.—The elvtr. of the Shannon Grain Co. has been closed for the season, Jas. Pearson, agt. lately elected to the legislature, will go to Lincoln.

Winside, Neb.—New agts. are W. I. Sharpnick for the Anchor Grain Co., and F. E. Bright for the Benson Grain Co.—Thos. Prince Grain & Lbr. Co.

So. Ravenna sta., Ravenna p. o., Neb.—I have leased the elvtr. of the Omaha Elvtr. Co., at this station and operate two elvtrs. here.—J. H. Hughes.

Potter, Neb.—We have built an addition to our elvtr., increasing the capacity 3,000 bus., and may have to build another addition before this bonanza crop is moved. We are loading two cars of wheat daily.—C. W. Johnson, C. W. Johnson & Sons.

Rockville, Neb.—G. W. Woten has succeeded the Citizens Co-operative Grain & Supply Co., which has sold its plant and is out of business. S. Olsen, the former mgr. of the company, is scoop shoveling here as is also W. R. Hankans. Woten and ourselves are the only regular dealers here.—S. E. Sorenson, mgr. T. B. Hord Grain Co.

OMAHA LETTER.

Nels Updike spent two weeks in Southern Texas duck hunting.—H.

Uncle Billy Sunderland is spending a few weeks in Excelsior Springs, Mo.—H.

Omaha, Neb.—E. H. Lefferts is remodeling the elvtr. recently purchased from the State Line Elvtr. Co., at East Omaha, and is equipping it with new machinery thruout, including a 1,600-bu. Howe Hopper Scale.

Receipts of grain at Omaha during November included 2,094,400 bus. of wheat, 349,200 of corn, 1,446,700 of oats, 61,600 of rye and 165,200 bus. of barley; compared with 801,600 bus. of wheat, 865,200 of corn, 520,200 of oats, 13,200 of rye and 603,400 bus. of barley received during November, 1911. Shipments for the month included 1,692,000 bus. of wheat, 179,300 of corn, 1,555,500 of oats, 12,000 of rye and 128,000 bus. of barley; compared with 638,000 bus. of wheat, 421,000 of corn, 553,500 of oats, 1,000 of rye and 86,000 bus. of barley shipped during November, 1911.—F. P. Manchester, sec'y Grain Exchange.

Arrangements have been completed by Sec'y J. W. Shorthill, for the annual convention of the farmers co-operative Grain & Live Stock State Ass'n to be held at the Hotel Rome in this city Dec. 16, 17 and 18. A big attendance is expected. The program will include the following addresses: "Standardizing Grades," Doctor Juvel of the Dept. of Agri., Washington, D. C. "Grain," Geo. B. Powell, Chief Inspector Omaha Grain Exchange. "The Terminals," Mgr. Guy F. Briggs of Cook. "Weighing and Interest Charges," Mgr. W. E. Pailing, Greenwood. "Action to Further Protect Shippers' Interests at Terminal Grain and Live Stock Markets." "The Division of Profits," Chas. E. Eckerle of Chicago. "One Elevator in a Town," Mgr. Peter Krogh of Farwell. "Unfair Competition," Sec. C. W. Hagerman of Filley. "Protection in the Law," Hon. T. M. Scott of Aurora. "Storing Grain," A. J. S. Keam of Minden. "Time Contracts," Mgr. M. J. Stoetzel of Roseland. "Cleaning and Grading Seed Grain," Mgr. H. L. Aden of Gresham. "Scale Inspection," Mgr. F. F. Loomis of Edholm. "Reducing Losses in Transit," J. W. Newell, chairman of board on loss and damage claims, C. B. & Q., Chicago. "Report of Loss in Transit Committee," W. B. Essick, Manley, chairman. "Car Shortages; How to Reduce Them." "Report of Car Shortage Committee," E. Gallely, Elgin, chairman. "Mutual Elevator Insurance in Nebraska," Sec. H. A. Schneider of Plattsmouth. "Our Experience with Mutual Elevator Insurance," C. G. Messerole of Gowrie, Iowa. "Bookkeeping," by the Sec. "Side Lines for the Farmers' Elevator," Pres. J. K. Hartnell of Stockham.

NEW ENGLAND.

Booth Bay, Me.—The elvtr. of H. W. Bishop was recently damaged by fire.

Woodbury, Conn.—I have opened a branch feed store here and have installed new machinery at my Oakville plant.—C. A. Stone, Oakville.

Watertown, Conn.—Frank B. McLean, for five years mgr. for M. D. Leonard, has resigned and will be succeeded by Louis Haskell.—C. A. Stone, Oakville.

Ferrisburg, Vt.—The Ferrisburg Hay & Grain Co., incorporated; capital stock \$10,000; incorporators Nathan Oppenheim, Chas. Field and B. Oppenheim.

Watertown, Conn.—The partnership of M. D. Leonard and D. E. Carroll, operating as M. D. Leonard & Co., has been dissolved. Mr. Leonard assuming the management of the Spencer Grain Co. and Mr. Carroll that of the plants at Waterbury and Nangatuck.—C. A. Stone, Oakville.

Boston, Mass.—The question of the grain elvtr. to be erected by the Port of Boston is still in its infancy. We are at present fully occupied in the preparation of wharves and sheds, but expect to take up the matter of a grain elvtr. before long.—Frank W. Hodgdon, chief engineer for the directors of the Port of Boston.

Boston, Mass.—At the annual meeting of the Grain Board of the Chamber of Commerce, held on Dec. 4, the Executive Com'ite was elected, and under the by-laws elects its own officers. The first meeting of the com'ite will be held on Dec. 10, and the chairman and vice-chairman of the board will be elected at that time.—James A. McKibben, sec'y Chamber of Commerce.

NEW JERSEY.

Newark, N. J.—Chas. Schaefer & Son of New York, have bot the elvtr. and hay sheds of the Newark Grain & Hay Co.

Camden, N. J.—The Atlantic Grain Co., incorporated; capital stock \$10,000; incorporators are Harvey S. Justice, H. Frank Hobensack and William D. Redbow.—C.

Jersey City, N. J.—Work on the new reinforced concrete elevator and storage bins being put up at Communipaw for the Lehigh Valley R. R., by Witherspoon-Englar Co., has been somewhat delayed by slow work on the foundation. The new house will be operated in conjunction with the old National Stores transfer elvtr., which has no storage. The 33 concrete tanks will be 15 ft. in diameter and 78 ft. high, which, with their 20 interspaces, will give an aggregate storage capacity of over 450,000 bus. The working house will be 48x48 ft., of steel frame, covered with concrete, and contain 5 legs, the cleaning and clipping machinery and the necessary bins to supply the machines.

NEW YORK.

New York, N. Y.—Elmer Keiser, formerly with J. B. Pultz & Co., has gone into the grain and feed business on his own account.

Manhattan, N. Y.—Texas Producers Rice Co., incorporated; capital stock \$50,000; incorporators, H. M. Lasker, New York; D. Sachs, Brooklyn, and C. O. Miles, Westfield, N. J.

New York, N. Y.—Trading in Canadian wheat in bond on the Produce Exchange will start Jan. 2, 1913, members of the exchange voting for the adoption of the amendment.

Buffalo, N. Y.—John Hutchinson, a grain shoveler, while working on the second deck of the steamer Chili, at the Kellogg Elvtr., fell into the lower hold, in which the elvtr. leg was operating, and was suffocated in the flaxseed in the hold.

Buffalo, N. Y.—Work on the reinforced concrete annex to the Frontier Marine Tower, which is operated in conjunction with the Washburn-Crosby Elvtr. Co., has been commenced by James Stewart & Co. It will afford storage room for approximately 1,500,000 bus. The present wood house is being wrecked.

Buffalo, N. Y.—Refusing to accept the verdict of United States Attorney O'Brien, to the effect that the Corn Exchange of this city had not violated the commerce laws in prohibiting its members from dealing with him, R. S. Patterson, of Wilkes-Barre, has carried the case to the District Courts and demanded a jury trial, 54 members of the exchange being made defendants. Patterson alleges that he was blacklisted by the Exchange, Oct. 7, 1907, and driven out of business in the Buffalo grain market, on account of a disagreement that arose over a shipment of a car of corn to him by Burns Bros., members of the exchange. He claimed that the grain was out of condition and refused to accept the car. He also claims that the Exchange has violated the commerce laws. The case is attracting widespread attention, since it involves an important point in the management of grain exchanges by determining whether the arbitration and reference com'ites of such a body have legal right to proscribe delinquent customers and whether their decision is binding or can be made to amount to a conspiracy, as claimed by the plaintiff. He is suing for \$50,000 damages and \$100,000 punitive damages.

NORTH DAKOTA.

Washburn, N. D.—C. McCray, of Underwood, has bot the elvtr. of Otto Schulz.

McHenry, N. D.—Work has been started on the elvtr. of the Imperial Elvtr. Co.

Hazleton, N. D.—J. F. Rotzen is now agt. for the Reliance Elvtr. Co.—Occident Elvtr. Co.

Pingree, N. D.—E. H. Walker has succeeded Agt. O'Shea at the elvtr. of the Andrews Grain Co.

Hampden, N. D.—Burglars entered the elvtr. of the Farmers Elvtr. Co. and ransacked the place, securing \$130. The yeg-men seemed to have a thoro knowledge of the place. One suspect is in custody.

Linton, N. D.—I have sold my elvtr. to Barger & Seeman, and have gone into partnership with M. J. Manchester, of Plainview, taking over the line of elvtrs. owned by the late J. F. Thompson.—C. E. Richmond, of C. E. Richmond & Co.

Arthur, N. D.—Jos. E. Remington, sentenced to life imprisonment for the brutal murder of James Fleth, agt. for the Northwestern Elvtr. Co., at this station, on Feb. 11, 1891, received his pardon and was released from the penitentiary, Nov. 22, after serving a little over 20 years of the sentence. The motive for the crime was robbery and the feeling against Remington is most bitter in this section.

Fairdale, N. D.—We have begun to build a new elvtr. to replace the one burned Nov. 6. The elvtr. will have a capacity of 40,000 bus. and will be equipped with double set of legs, 100-bu. hopper scale, long dump, man-lift, cleaner, Fairbanks Scale and Fairbanks 10-h. p. Kerosene Engine. We expect to be ready for business again by Jan. 1, 1913.—P. L. Solberg, mgr. Farmers Elvtr. Co.

The Supreme Court has upheld the contention of the board of railroad commissioners that they have the right to inquire into the business methods and settlements made by a bonding company appearing as surety on elvtr. bonds. The action was brot by the Dakota Trust Co. against the members of the commission, being on an appeal from the District Court, where an order was entered prohibiting the commission from cancelling certain warehouse bonds, written by the plaintiff, growing out of an unsatisfactory settlement made by the company in the case of Samuel Kittler of Turtle Lake, the company having compromised claims against Kittler, whereas the commission contended full settlement should be made, and upon the refusal of the company to comply with the demands of notice given by the commissioners, that they would require new bonds to take the place of the bonds written by this trust company for other elevators. The District Court held

the commission had no authority to cancel or refuse to approve the bonds written by any company authorized to do business in the state and the question was submitted to the Supreme Court so the matter might be settled and the commission have a rule to guide them in future actions, being merely a test case. Before the case was decided the trust company paid all claims and complied with the demands of the commission.

OHIO.

Kansas, O.—The J. L. Shaw Co. has sold its elvtr.—K.

West Liberty, O.—D. K. Hartzler has succeeded me here, having bot my elvtr., stock, etc.—J. L. Mast.

Moffitt, O.—J. W. Ludwig is now in charge of the elvtr. he recently purchased from the Moffitt Grain Co.

Arlington, O.—Geo. B. Haumon, of North Baltimore, O., has bot the elvtr. of J. D. Arras & Son, and will take possession Jan. 1st.—K.

Metamora, O.—The meeting of the Tri-State Grain Producers & Dealers' Ass'n, scheduled for Dec. 13 at Toledo, has been called off.—S. L. Rice, pres.

Worstville sta., Payne p. o., O.—The elvtr. of John Marquardt burned Nov. 23; insurance \$6,500. The fire is believed to have been caused by a spark from an engine.

Circleville, O.—The plant of the Ohio Cereal Co., including the elvtr. containing 20,000 bus. of wheat, burned Nov. 16; loss \$200,000; insurance \$50,000. The fire is believed to have started in the corn drier over the boiler room. The plant will be rebuilt of reinforced concrete.

Columbus, O.—Some time since I was appointed chairman of the Grain Com'ite of the Chamber, not having been a member of the com'ite for two or three years. I accepted the appointment on one condition, viz., that the Inspection Department would be re-established and put in good shape and that absolute jurisdiction over the dept. be given to the Grain Com'ite. We will hold a meeting some time during the month of December to formulate rules, grades, etc., and have matter in proper shape so that the Dept. will be in full operation on Jan. 1, 1913. Since the discontinuance of the Dept. by the Chamber of Commerce about a year since, the former chief inspector, A. R. Shannon, has been acting in his private capacity as sampler for the grain dealers of Columbus. Undoubtedly, he will be appointed by the Chamber, on recommendation of the Grain Com'ite, to the office of chief inspector. The grades of grain adopted by the Grain Dealers National Ass'n and the grades of hay adopted by the National Hay Ass'n will be adopted by the chamber.—J. W. McCord.

The "Buckeye Boys Corn Special" will start on its trip to Washington, via the Penn. Lines, Dec. 16, 1912, stopping for half a day at Pittsburgh, and for 4 hours at Harrisburg, giving the boys 3 full days at the capital. T. P. Riddle, sec'y of the Tri-State Grain Producers & Dealers' Ass'n, has been appointed treas. of the special and all checks and remittances must be delivered to him before train time. The price is \$50 per boy, adults \$60. The special will consist of 3 sections, the main section originating on the lines of the Penn. R. R. at Van Wert, O., leaving at 5:30 p. m., Dec. 16. The second section will be the Southern Section and will leave Cincinnati at 5 p. m. on the same day passing thru Columbus and joining the main section at Pittsburgh the next morning. The Toledo Section, the third, will leave at 4:55 p. m. on the same day. All three trains will make local stops according to schedule and the boys are asked to assemble in groups of 10 or more at the various stations when possible. The trip is given under the auspices of the Ohio State Dept. of Agri., which believes that it will have much bearing on the future of the agriculture in the state and that it will be of great benefit to the future grain trade.

CINCINNATI LETTER.

A. G. Cramer has made application for membership in the Chamber of Commerce.

E. A. Fitzgerald, John Collins and Richard Fleming have been appointed a com'te to arrive at a working basis on the matter of a minimum commission on corn.

John H. Allen and F. F. Collins have been appointed among others to represent this market at the meeting of the Chamber of Commerce of the United States.—C.

Data is being supplied to the agri. dept. at Washington on the yield of fields, results of fertilizing on crops, and other technical information as to production in the southern part of Ohio. The work is in the hands of an expert of the Chamber of Commerce.—C.

Receipts of grain at Cincinnati during November included 82,108 bus. of barley, 790,387 of corn, 829,569 of oats, 88,494 of rye and 435,019 bus. of wheat. Shipments for the month included 26 bus. of barley, 310,555 of corn, 885,858 of oats, 28,498 of rye and 404,796 bus. of wheat.—Wm. C. Culkins, supt. Chamber of Commerce.

Members of the Hay & Grain Exchange of the Chamber of Commerce unanimously endorsed compulsory arbitration of commercial disputes among its members, at a meeting held Dec. 2, and a com'te composed of H. Lee Early, C. S. McGuire and F. E. Collins, was appointed to investigate the feasibility of having it apply to all branches of the Chamber of Commerce and be embodied in the by-laws and make report. A resolution was also adopted asking the directors to take up with the railroads the matter of having a special track set aside for grain inspection. It was pointed out that this plan is followed in many other cities, while here the practice of having grain cars side-tracked in all parts of the city causes a heavy expense.

TOLEDO LETTER.

The Northwestern Elvtr. & Mill Co. will install a Nordyke & Marmon service elvtr.

The business of W. H. Morehouse & Co. will be continued by Frank W. Annin under the old name. Mr. Morehouse's estate amounts to \$200,000.

The first cargo of wheat ever unloaded at the C. & H. & D. Elvtr. was received at the elvtr. Nov. 21. The grain was unloaded from the steamer E. C. Pope, thru the recently installed marine leg, and amounted to 143,000 bus.

OKLAHOMA.

Supply, Okla.—The elvtr. of the Farmers Supply Co. is nearing completion.

Hitchcock, Okla.—The Kingfisher Mill & Elvtr. Co. has bot the elvtr. of W. B. J. Hanson.

Gage, Okla.—The C. B. Cozart Grain Co. has succeeded C. B. Cozart & Co.; capital stock \$100,000.

Woodward, Okla.—I expect to build a 30,000-bu. handling house in March, 1913.—C. B. Cozart.

Lambert, Okla.—We succeeded the Wirt & Lyons Grain Co. at this station November 1.—Eaton & Oingderff Grain Co.

Okeene, Okla.—I am now buyer for the Choctaw Grain Co. at this station, taking the position Nov. 1.—C. E. Moody.

Knowles, Okla.—The recently incorporated Knowles Grain Co. has let contract for an elvtr. to the P. H. Pelkey Constr. Co.

Oklahoma City, Okla.—R. E. Robey, of the Robey Grain Co., has filed a voluntary petition in bankruptcy, placing his liabilities at \$36,900 and his assets at \$6,988.

Oklahoma City, Okla.—J. W. Bratton, formerly mgr. for the Ponca City Mill & Elvtr. Co., at Wakita, has accepted the position of city salesman with the Acme Mlg. Co.

Wheatland, Okla.—Wm. H. Howard has been made one of the defendants in a suit brot by the Farmers State Bank to collect a note for \$800 given by Howard to the bank.

Gage, Okla.—The Farmers Grain & Supply Ass'n, incorporated; capital stock \$5,000; incorporators, W. C. McNeill, L. E. Ross, Geo. R. Jenkins, C. T. James and W. W. Sanford.

Oklahoma City, Okla.—The Iowa Grain Co., incorporated; capital stock \$25,000; incorporators, J. C. Pearson, Marshall; S. D. D. Cotrell, Newkirk; Wm. Hayton, Billings; C. Mell, Tuttle, and F. D. Cathcart, Long Beach, Cal.

Wakita, Okla.—J. W. Dean, formerly agt. for the Ponca City Mill & Elvtr. Co., at Bliss, has succeeded J. W. Bratton as mgr. for the same company at this station, Mr. Bratton going to Oklahoma City to represent the Acme Mlg. Co., as city salesman.

Oklahoma City, Okla.—C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, indorses the verdict of the Kansas Agri. College experts for the extermination of chinch bugs. The experts have found that fall burning of bunch grass and big blue stem will kill 985 out of every 1,000 bugs. Farmers are being urged to co-operate in the work.

Refunding to Oklahoma shippers of perhaps \$400,000 was doubly assured Friday, when the state supreme court in opinions by Justice Williams, sustained the last of the freight rate orders promulgated by the corporation commission in 1911 to succeed those rates theretofore enjoined by the federal courts. The rates applied on coal and coke, lumber and forest products, grain and hay, oil and by-products and street and building materials. Under writs of super-sedeas, the rates were not put in force at the time of their promulgation in 1911, although refunds will be made to the shippers of all paid in excess of the new schedules after July of that year. The old rates will be charged and refunds made later, until new tariffs can be printed embodying the schedules affirmed by the court. As finally affirmed by the court, the rates vary slightly from the schedules as promulgated in 1911, under the terms of an agreement reached at a conference between the commission and officials of the various railroads as reported in this column Nov. 10. The carriers agreed at that time to accept slightly increased rates, and make the refunds to shippers on that basis, without further opposition. No mention of the conference was made to the supreme court, but the agreed rates were submitted to the court and recommended to be affirmed. The court accepted the recommendations in full.

Oklahoma City, Okla.—I feel that the shippers of Oklahoma are concerned, in Rule 7 of the Trade Rules of the Texas Grain Dealers Ass'n, which reads as follows: "Time of shipment or delivery. In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days, excluding date of sale, in which to load and ship grain to apply on a sale for shipment or to deliver at the agreed destination, grain sold for delivery. Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the railroad company in accordance with the custom then in vogue at the shipping point. Where no specification as to the time of shipment is named in the contract, ten days shipment shall apply. If the words 'immediate,' 'quick,' or 'prompt' be used, they shall be understood to mean three, five and ten calendar days, respectively." A great many of country shippers selling grain moving to Texas on "delivered terms" are unaware of the above rule, and are working on the theory that shipments within any number of days shall mean to exclude day of sale, Sundays and legal holidays, while in reality such exclusions only apply to grain sold f. o. b.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

OREGON.

Portland, Ore.—J. H. Klosterman & Co. were victors in the suit brot against them by A. F. Foley of Lostine.

Portland, Ore.—The California & Oregon Grain & Elvtr. Co., a subsidiary of the Globe Grain & Mlg. Co., of San Francisco, Cal., has let contract for a 12-story reinforced concrete building 60x100 ft., and 17 reinforced concrete grain bins, each 19 ft. in diameter and 100 ft. high, with a total capacity of 250,000 bus. The building will extend 50 ft. above the top of the tanks and will have machinery on every floor for blending grains and distributing the graded grain into the tanks, which, in turn, will discharge their contents thru a 100-ft. pipe into boats in the harbor. The tanks will be set in two rows and later a warehouse and concrete docks will be added to the plant, which will be the largest in this city. A system for unloading cars in bulk with a capacity of 100,000 bus., will also be erected, giving the company a total capacity of grain in bulk and sacks of 20,000 tons. The Brayton Eng. Co. will do the work and the plant will cost \$175,000. The original plans were drawn by Jas. Stewart & Co., and were for a concrete bulk landing elvtr. with 500,000 bus. storage capacity, to consist of 12 reinforced concrete tanks 19x95 ft. and 10 interspaces. The concrete working house was to be 18x54x151 ft., the grain to be received from the company's flat house, where the bags will be emptied onto a belt conveyor.

Portland, Ore.—The farmers of the Pacific Northwest buy 40,000,000 grain bags a season to sack their grain, and they pay on an average of 8c per bag, 25,000,000 of them being brot over from Calcutta. The other 15,000,000 are made on the Coast, half in private factories and the balance in the state prisons at San Quentin, Cal., and Walla Walla, Wash. A determined move against what they term the bag monopoly is being made by the grain growers of the Coast states and they threaten to revolutionize the grain business on the Coast if necessary to obtain results. Farmers in the Walla Walla districts belonging to the Farmers Union have already ordered a number of metal bins, with a capacity of from 1,000 to 2,000 bus. each, to be used for the present for the storing of all seed wheat. O. T. Cornwell, pres. of the Union, believes that this method of handling wheat in bulk will become general and will create the need of elvtrs. He says: "The farmer can easily handle his grain in this manner, and it will be much cheaper. The only real need of the bags is when the wheat is exported. At the present time wheat is taken around the Horn, and when it is in bulk it often sweats while on the long trip. If it is in bags they afford air spaces, which prevents molding. When the Panama Canal is opened all wheat can be exported in bulk, as this difficulty will be done away with by the shorter trip."

PENNSYLVANIA.

Hanover, Pa.—Reuben Young, prominent in the grain trade for many years, died Nov. 10, at the age of 85.

Avon, Pa.—The grain warehouse of Chas. Weiss burned at 2 a. m., Nov. 24; loss \$8,000. The fire is believed to have been of incendiary origin.

Carnegie, Pa.—The three-story grain warehouse of the C. A. Foster Co., containing a \$40,000 stock of grain, hay and feed, burned to the ground Nov. 22; loss \$70,000, covered by insurance.

Saltsburg, Pa.—We have just started our new 150-bbl. mill and will ship in western spring and winter wheat, corn, oats and all kinds of grain.—H. C. W. Patterson, pres. and treas. Patterson Mlg. Co.

PHILADELPHIA LETTER.

Albert E. Johnson has purchased a site and will build a grain warehouse and coal yards.

The largest drier of any grain elvtr. is now fast nearing completion in the new \$1,000,000 elvtr. of the Penna. Ry. Co., at Girard Point. This new drier will be capable of drying 3,000 bus. of grain per hour, and will cost \$50,000.—C.

The Philadelphia Grain Elvtr. Co. has completed the repairs of the driers at the Port Richmond Elvtrs. and is again in operation.

W. M. Richardson is chairman of a special com'te of the Chamber of Commerce which is investigating the methods of other organizations as to the deposition made of the revenue derived from memberships. Seats on the exchange are selling low.

A sensation was caused last week, when the steamship Wimborne took out of this port the largest single cargo of grain that has ever before been attempted. This cargo consisted of 350,000 bus., and will be delivered to ports of the United Kingdom and the Continent.—C.

The following rule has been formulated by the directors of the Commercial Exchange: All bills rendered to members by the Exchange, payment of which is not otherwise provided for in the by-laws or rules, shall be payable not later than the 15th of the following month.—C.

Exporters in this city are very much elated over the fact that the November movement of grain in trans-Atlantic shipment has broken all records for the year. Wheat is the principal grain that was shipped out, and hardly a day passed without a record shipment. The corn crop is now beginning to move and railroads are making every preparation to handle it quickly. The railroads are now able to handle the grain without much trouble, but a squeeze is expected when the traffic of the Great Lakes stops for the winter, when the entire movement will have to be by rail.—C.

SOUTH DAKOTA.

Tripp, S. D.—John C. Raugust & Co. has succeeded John C. Raugust.

Alcester, S. D.—The Farmers Elvtr. Co. has installed a moisture tester.

Cottonwood, S. D.—The elvtr. of G. W. Van Dusen & Co. was closed Dec. 1.

Wilmot, S. D.—The Whetstone Valley Elvtr. Co., incorporated; capital stock \$25,000.

Elrod, S. D.—C. C. Crumb sold his interest in Moes & Crumb to W. H. Moes, Nov. 1, and is out of the firm.

Watertown, S. D.—The Co-operative Claim & Grain Co., incorporated by E. Blankenburg, G. O. Farrell and C. L. Johns.

Canton, S. D.—Canton Mill & Elvtr. Co., incorporated; capital stock \$40,000; incorporators, J. C. Carpenter, C. L. Dewey and E. W. Jefferson.

Flandreau, S. D.—Creditors of Frank J. Mead, bankrupt, will hold a meeting in my office, Sioux Falls, S. D., at 10 a. m., Dec. 17.—Herny A. Miller, referee in bankruptcy.

Albee, S. D.—The Northwestern Elvtr. Co. is building a new office and making other repairs on its elvtr. Gus J. Lybeck is installing a Richardson Cleaner in his house.—E. Nelson.

Colome, S. D.—The 25,000-bu. elvtr. of Gaskill Bros. & Torrence has been completed and is now in operation. The entire equipment was purchased from the American Supply Co.

Madison, S. D.—E. H. Wood, of Pierre, has bot the elvtrs. of the D. McKinnon Elvtr. Co., at this station, Saranac sta., Chester p. o., and Howard; possession to be given Mar. 1, 1913.

Willow Lake, S. D.—I am now agt. for E. W. Ketcham at this station. Dan Granen is agt. for the Cargill Elvtr. Co. here.—E. E. Houghton, formerly agt. Cargill Elvtr. Co., Herman, Minn.

The warehouse licenses filed with the state railway commission for 1912 included 1,175 elvtrs., of which 524 are bonded. Last year only 388 elvtr. licenses were filed, and of these 285 were bonded.

Bonesteel, S. D.—W. P. Stebbins, former sec'y and mgr. of the Farmers Co-operative Ass'n, alleged to have embezzled \$1,000 of the company's money, was bound over and held for trial at the next term of court in

March, 1913, by Judge Davis at the preliminary hearing Nov. 25. Altho Mr. Stebbins' books have been audited four times by four different persons and all these have passed them as correct and all the funds are properly accounted for, the accountants for the State, S. R. Hopkins and Artemas R. Hopkins, of Chicago, have discovered evidences of embezzlement to the extent of nearly five thousand dollars. The auditors state that very little of the evidence was presented at the preliminary hearing. Their object was to introduce as little evidence as possible. Just enough to hold him and no more. Mr. Stebbins is now mgr. of the Farmers Elvtr. Co. at Albion, Neb.

SOUTHEAST.

Foley, Ala.—The Peoples Fertilizer & Grain Co., incorporated; capital stock \$10,000.

Richmond, Va.—New corn is beginning to come in freely.—Y. E. Booker, sec'y Grain Exchange.

Atlanta, Ga.—J. D. Frazier, pres. of the J. D. Frazier Co. and the oldest grain dealer in this city, died recently.

Belhaven, N. C.—The Belhaven Grain & Com's'n Co., incorporated; capital stock \$10,000; incorporators C. C. Smith and others.

Winston-Salem, N. C.—W. G. Jones and P. L. Hedgecock have taken over the business of P. R. Lamb & Co., and will operate under the name of Jones & Hedgecock.

TENNESSEE.

Memphis, Tenn.—Geo. E. Wade, member of John Wade & Sons, died Dec. 2, at the age of 29 years. He is survived by his widow.

Memphis, Tenn.—The annual election of the Merchants Exchange will be held Jan. 16, 1913, and it is expected that two full tickets will be in the field.

Memphis, Tenn.—The Hannah Distributing Co., engaged in the grain trade at this market, has been admitted to membership in the Merchants Exchange.—Nat. S. Graves, sec'y.

Lebanon, Tenn.—The elvtr. of the Lebanon Feed & Grain Co. was damaged by fire at 6 p. m., Nov. 20. The blaze being discovered shortly after a fire in the main warehouse on the same afternoon. The loss is \$400; partially covered by insurance.

TEXAS.

Greenville, Tex.—The Weathers Grain & Elvtr. Co. has bot 86 additional ft. of land and will build an extension to its present plant.

Beaumont, Tex.—The Garner Rice Co., incorporated; capital stock \$10,000; incorporators, J. E. Broussard, T. H. Garner and J. V. Fleming.

Texarkana, Tex.—Col. Geo. W. Fouke, pres. of the Fouke Grain & Mfg. Co., was stricken with paralysis while visiting in Denver. He has been brot home, and while his condition is satisfactory, he is not entirely out of danger.

Galveston, Tex.—Exports of grain from this port during November included 1,481,307 bus. of wheat and 64,655 bus. of corn. During November, 1911, no shipments of either grain were made. Since Sept. 1, the exports have amounted to 5,330,663 bus. of wheat and 87,797 bus. of corn, which is an increase of 5,274,663 bus. of wheat and 77,797 bus. of corn over the same period of 1911, when 56,000 bus. of wheat and 10,000 bus. of corn were loaded.—John H. Upschulte, chief inspector, Board of Trade.

WASHINGTON.

Seattle, Wash.—The Fisher Flouring Mills Co. will build an elvtr. costing \$40,000.

Albion, Wash.—The local Farmers Union has appointed a com'te to investigate the warehouse at this station and report as to its adaptability for remodeling into an elvtr. The movement is the result of the crusade started by the grain growers of the Northwest against the bag monopoly.

WISCONSIN.

Whitehall, Wis.—The American Society of Equity has bot the elvtr. of David Wood. P. H. Johnson is mgr.

Kewaskum, Wis.—The L. Rosenheimer Malt & Grain Co. is building a modern drum malting plant with kiln floors.

Cedarburg, Wis.—Burglars recently blew open the safe in the elvtr. of the Cedarburg Elvtr. Co., but secured nothing of value.

Superior, Wis.—In compliance with the new law under which it is now operating, the Wisconsin Grain Commission is making a weekly report of the receipts at the office of the commission to the state treas. The receipts for the week ending Nov. 23, amounted to \$11,975 for weighing and \$2,300 for inspection. It is believed that this year's receipts will run over those of 1911 by several thousand dollars. Last year they amounted to \$42,333.37.

MILWAUKEE LETTER.

L. A. Williams will represent C. E. Dingwall Co. in this city and the surrounding territory.

Vernon E. Butler has been admitted to membership in the Chamber of Commerce and the memberships of John W. Stone and Carl E. Hansen have been posted for transfer.

The rate of interest on advances during the month of December has been fixed by the Com'te on Finance at 6 per cent per annum.—H. A. Plumb, sec'y Chamber of Commerce.

F. C. Reynolds and P. C. Kamm represented the Chamber of Commerce at a meeting of the National Rivers and Harbors Congress held at Washington, D. C., Dec. 4, 5 and 6th, 1912.—H. A. Plumb, sec'y.

Thru the efforts of G. H. Miller, of the Shippers Protective Ass'n, the C. & N. W. R. R. has placed three additional policemen in its grain inspection yards, and the C. M. & Ct. P. R. R. is making a more earnest effort to guard the grain entrusted to it for transportation. The Chamber of Commerce is also using its influence to secure better protection for grain shipped to the city and a marked improvement is already apparent.

Receipts of grain at Milwaukee during November included 819,650 bus. of wheat, 423,300 of corn, 1,466,660 of oats, 2,481,400 of barley and 525,900 of rye; compared with 940,160 bus. of wheat, 535,620 of corn, 603,500 of oats, 1,300,000 of barley and 279,480 of rye received during November, 1911. Shipments for the month included 386,710 bus. of wheat, 154,695 of corn, 1,665,054 of oats, 929,871 of barley and 405,702 of rye; compared with 415,270 bus. of wheat, 321,650 of corn, 535,000 of oats, 576,854 of barley and 206,545 bus. of rye shipped during November, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The directors of the Chamber of Commerce made the following ruling at a meeting held Nov. 15: "On Sept. 18, an amendment to the rules was passed by the Ass'n, prescribing certain minimum commission rates for receiving and selling grain, etc., on arrival at this market, which amendment became effective immediately after its passage. This amendment contained no special provision for sales of grain, etc., made for shipment during a specified period in the future, but the board of directors is of the opinion that on sales made prior to Sept. 18, for shipment at any time following that date, the minimum rate of commission in effect prior to the passage of the amendment may apply."

Supply Trade

Ottawa, Ill.—The Gardner Grain Weighing Co. is increasing its capital stock from \$25,000 to \$100,000, expecting to erect a new factory.

Don't be afraid to spend a few dollars, or more, every year in getting good trade and business literature for yourself and your clerks to read.

Minneapolis, Minn.—W. P. Northway, a prominent mill machinery man of 20 years in Minneapolis and member of the firm of Strong & Northway, died at his home Nov. 21st.

Don't be a "Dame Partington" trying to push back the Atlantic! Advertising is a power in business that you *must* reckon with. Ride *with* it or be ridden down *under* it.

Portland, Ore.—The Ames-Harris-Neville Bag Co. has just completed the erection of a five-story mill construction building at a cost of \$80,000, and expects to be installed about Jan. 1st.

Chicago, Ill.—The action at law by Ed. Reiter against the Standard Scale & Supply Co., Pittsburgh, resulted in a judgment for the plaintiff, but was reversed by the judges of the Circuit Court, with direction to grant a new trial.

St. Louis, Mo.—C. B. Pratt, a Bemis Bros. Bag Co. representative in southern Kansas territory, recently suffered a stroke of partial paralysis, from which he is slowly recuperating, leaving last week for a prolonged vacation in California.

Buffalo, N. Y.—Decision has been reserved in a recent demurrer argued before Justice Hazel in the U. S. Court in the patent action brot by the Williams Patent Crusher & Pulverizer Co. against the Kinsey Mfg. Co. It is claimed that the latter has infringed on a patent crusher by the setting of hammers in the machine.

Philadelphia, Pa.—The November number of the Otto Cycle, published by the Otto Gas Engine Works, is particularly devoted to their engine and suction gas producer. Those readers of the Journal who desire to keep in touch with the latest developments in gas and gasoline power will gladly be put upon the mailing list upon request to the Otto company.

Atlanta, Ga.—The H. W. Johns-Manville Co. has recently opened a new southern warehouse at 31½ S. Broad St. The entire three-story and basement building will be utilized exclusively as a warehouse for a stock of J-M products. The Atlanta office of the company will be located in the same building, minimizing the chance of delay in deliveries. This office also employs a force of workmen experienced in the application of J-M products. C. S. Berry has just been announced as the new manager.

Chicago, Ill.—The Hess Warming & Ventilating Co. has added another improvement to its moisture tester, in the shape of a tank for a supply of testing oil. It is attached to the right hand end of the tester, and has a faucet for the drawing off of the oil. The top has a strainer bottom into which the flasks are emptied after testing, the oil draining off into the tank and the corn is removed by lifting the top and emptying. It is to be furnished free to old customers, if request for it is made when ordering supplies.

Frankfort, Ky.—The judgment for J. P. Wheeler against Nichols & Shepard Co. of Nashville, Tenn., has been reversed by the Court of Appeals of Kentucky, on the evidence that where a buyer of a 16 H. P. engine was induced to accept a 12 H. P. engine, he must, on discovery of the fraud, offer to return the engine. Where he keeps it and uses it for several months after the knowledge, he cannot compel the seller to take it back, his use being a waiver of his right to rescind.

Chicago, Ill.—Sales reported by the Hess Warming & Ventilating Co. of the Hess Drier during the past 12 days are as follows: Stockdale & Dietz, Montgomery, Ia.; Farmers Elvtr. Co., Inwood, Ia.; Tallula Farmers Elvtr. Co., Tallula, Ill.; Farmers Elvtr. Co., Malcom, Ia.; Trans-Mississippi Grain Co., Galva, Ia.; Michigan Farmers Elvtr. Co., Detroit, Mich.; Frank Hoese, Merrill, Ia.; Farmers Co-Op. E. & G. Co., Manson, Ia.; Farmers Elvtr. Co., Solberg, Ia.; Farmers Co-Op. Society, Manson, Ia.; T. S. Cathcart & Sons, Kingsley, Ia.; LaRose Grain Co., LaRose, Ill.; Burt Grain Co., Galt, Ia.; Farmers Elvtr. Co., Racine, Ia.; Thompson & Christopher, Parker, S. D.; Western Elvtr. Co., 4 for their stations at Plum Creek, Bayard, Armstrong and DOLLIVER, Ia.; F. H. Richardson & Co., Fair Grove, Mich.; C. E. Lowry & Sons, Cushing, Ia.; Farmers Co-Op. Ass'n, Ireton, Ia.; Adams Bros. Co., Odebolt, Ia.; Wm. Southall, Irwin, Ia.; Farmers Elvtr. Co., Salix, Ia.; Trans-Mississippi Grain Co., Sargents Bluff, Ia.; Farmers Grain & Supply Co., Sutherland, Ia.; J. B. Adams, Schaller, Ia.; Illinois Experiment Station, Urbana, Ill.; Lavinia Elvtr. Co., Lavinia, Ia.; Gayville Elvtr. Co., Gayville, S. D.; Farmers Elvtr. Co., Sloan, Ia.; Farmers Stock, Grain & Lbr. Co., Dedham, Ia.; Halbur Grain Co., Halbur, Ia.; J. F. Twamley & Son, Halbur, Ia.; Blencoe Farmers Elvtr. Co., Blencoe, Ia.; Farmers Elvtr. & Supply Co., Kamrar, Ia.; Edmonds-Londergan Co., Archer, Ia.; Farmers Elvtr. Co., Crosswell, Mich.; Farmers Grain & L. S. Ass'n, Tekamah, Neb.; C. C. Crawford, Ida Grove, Ia.; Farmers Elvtr. Co., Melvin, Ia.; Truby Grain Co., Andrus, Ill.; Farmers Elvtr. Co., Marcus, Ia.; South Dakota Grain Co., Parkston, S. D.; Home Mill & Grain Co., Mt. Vernon, Ind.; Albert Simonson, Clutier, Ia.; Wallace Grain & Supply Co., Ottawa, Ill.; Dike Elvtr. Co., Dike, Ia.; Trans-Mississippi Grain Co., Webster City and Kingsley, Ia.; The Curtis Mills, Curtis, Neb.; Rueber & Bruce, Odebolt, Ia. Both the B. & O. and the Penn. R. R. have ordered six compartment testers adapted for electricity, for use at Baltimore, Md. Hinds Grain Co., Omaha, Neb., 3 for use at their stations at Lidderdale, Mersurvey and Wightman, Ia.; Templeton Farmers Elvtr. Co., Templeton, Ia.; Farmers Co-Op. Society, Arcdale, Ia.; Martinton Farmers Grain Co., Martindale, Ill.; 2 for the Baltimore Grain Exchange, Baltimore, Md.

LEGITIMATE SPECULATION is desirable. It needs no apology. Extol its virtues. Enlighten the ignorant. Explain the difference between bucket-shops and boards of trade. Show how the crops are moved at the smallest possible expense to both consumer and producer. Show there is nothing optional about a grain contract except the date of delivery during the month specified. Explain briefly but clearly. Get next to the people. Ignorance is the curse of the grain trade.—C. A. King & Co.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

A feature which the trade invariably overlooks when values have had either a long advance or a long decline is that the influences that carried trade sentiment to extremes in either direction is certain in time to be over discounted.

Wheat is now cheap, for any commodity that can be of service as food or a public utility is cheap when it is below the cost of production. This does not follow that there may not be a further depression, for no one can measure the bounds of an abnormal sentiment in markets, or politics, or finance, but the careful money making investor waits and watches, and takes advantage of just such opportunities.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

ARTEMAS R. HOPKINS

Certified Public Accountant

39 South La Salle Street
CHICAGO

Farmers' Co-operative Companies Exclusively



HAYES CORN SHELLER AND GRADER

Should be in every Seed House, Grain Elevator, Corn Crib or where corn is shelled. It shells and grades seed corn, removes smutty end or bad grains from good seed ears. Works better and quicker than a \$30 machine. Price \$1.00. Write for circular. Agents wanted. HAYES SEED HOUSE, - - Topeka, Kan.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

Grain Carriers

The Harriman lines will purchase 4,000 freight cars.

The C. M. St. P. has voted to expend \$12,000,000 on new equipment.

A grain boat will soon be put in commission on the Ohio River between Evansville, Ind., and Nashville, Tenn.

The C. M. & Puget Sound Ry. Co. has awarded the contract for the construction of a 60-mile railroad between Great Falls and Agawam, Mont.

The largest cargo of wheat to arrive at Buffalo this season was received at the close of navigation by the steamer Willis L. King, with 411,000 bus.

A bill requiring consignees to unload all freight cars within five days of their arrival was introduced Dec. 4 by Congressman Prouty of Iowa.

The largest cargo of oats ever cleared from the United States is said to have been shipped by the Louis Muller Co. of Baltimore in the steamer Volumnia, laden with 529,118 bus.

Shipments of 3,000,000 bus. of grain were taken by boat from Fort William and Port Arthur, Ont., to lower lake ports uninsured, because of the official close of navigation Nov. 30.

Twenty-two boats cleared Nov. 30 from Port Arthur, Ont., with 8,000,000 bus. of grain, and 25 more left early the following week. About 50 vessels are due to arrive to hold grain for winter storage.

Semi-monthly reports of the foreign cars in their possession are demanded of the railroads by the Interstate Commerce Commission. The order went into effect Nov. 25 and was designed to relieve the present car shortage.

Refund of ¼-cent elevation charges on grain at Buffalo has been denied Millard T. Riley by the Interstate Commerce Commission, finding that the tariffs of the Wabash Railroad did not provide for the allowance at Black Rock.

The merger of the Union Pacific and the Southern Pacific Ry. Cos., known as the Harriman lines, was declared a violation of the Sherman anti-trust law and the merger ordered dissolved by the United States Supreme Court, Dec. 2.

Advances in the minimum weight on corn in car lots between St. Louis, Kansas City and other points, and Arkansas, Louisiana, Texas and other states, have been suspended from Nov. 30 until May 30, by the Interstate Commerce Commission.

Four Canadian railroads have asked the Railway Commission for authority to increase the rates of demurrage on freight cars. The roads desire to make the rate for the first day after the expiration of the free time \$2; for the second day, \$3, and for the third and each succeeding day, \$4 a car.

A protest against the milling in transit rules of the Interstate Commerce Commission, that the identity of wheat must be preserved at all times in the manufacture of flour to make use of the inbound billing on the outbound shipments, was made to the Interstate Commerce Commission, Nov. 22 by Allison Mayfield, chairman of the Texas Railroad Commission.

In order to relieve the present car shortage, the Interstate Commerce Commission may be petitioned by the railroads to reduce the time for unloading cars from 48 to 36 hours and those containing loads for export from 60 to 50 hours.

A demurrage test case was started at Chicago recently by the J. Rosenbaum Grain Co. in the municipal court resisting the collection of \$1,250 by the Belt Ry. because the cars could not be moved on account of the crowded condition of the yards.

The reciprocal demurrage case of the Farmers Elevator Co., Hardwick, Minn., will soon have a hearing before the United States Supreme Court. All the lower courts held the Minnesota statute constitutional, and the Rock Island Railroad appealed.

Starch rates were the subject of a hearing at Chicago Nov. 25 by Examiner John S. Burchmore on the complaint by Douglas & Co., Cedar Rapids, Ia., alleging discrimination in favor of the Quaker Oats Co. by giving an advantage to corn flour.

Permission to purchase 18 acres of the bottom of Lake Erie at Buffalo, has been asked of the New York State Land Board by the New York Central Railroad, the company claiming that additional land is needed for adequate terminal facilities.

The petition of the Omaha Grain Exchange that the Burlington and the Great Northern roads publish a joint rate between Billings and Great Falls, Mont., to Omaha on grain shipments was heard Nov. 21 by H. B. Henderson, special examiner of the Interstate Commerce Commission at Omaha.

Reparation for switching charges alleged to have been collected in violation of tariff at Hutchinson, Kan., by the Santa Fe Railroad has been denied by the Interstate Commerce Commission, finding that the tariffs did not provide for the absorption of the charges on traffic milled in transit at that point. Complainants were the O'Neil-Kaufman-Pettit Grain Co., Wm. Kelly Milling Co., Monarch Mill Co. and Hutchinson Mill Co.

The Whitney Grain Line, Buffalo, N. Y., a corporation operating canal boats, has filed a petition in voluntary bankruptcy. The corporation's liabilities are \$3,501.86 with assets amounting to \$7,100, including four boats valued at \$5,000 and 12 mules said to be worth \$2,000. The largest creditor is the Ryan Elevator & Forwarding Co., of Buffalo, with a claim of \$1,052.67.

The transit problem was discussed at a large meeting of interior millers at Minneapolis, Nov. 25. Sentiment was unanimous that pressure should be brought on the Interstate Commerce Commission for the restoration of transit conditions in effect prior to Aug. 15. A permanent organization was effected under the name of the Northwestern Milling and Transit League.

The Soo is said to have made plans to build the long contemplated cut-off from Chippewa Falls, Wis., to Greenwood, Wis., this spring, thereby cutting down 10 miles of its route to Chicago. The cut off will be used largely by heavy freight trains, on account of the lower grade on the new line. The proposed cut off will run thru the town of Ludington, opening up a rich farming territory.

The case of the Southwestern Millers League against the Union Pacific Ry. Co. will be heard Dec. 12 by Special Examiner Prouty of the Interstate Commerce Commission at Kansas City, Mo.

The National Rivers & Harbors Congress at its 9th annual convention at Washington, Dec. 6, recommended appropriations of at least \$50,000,000 annually for waterway improvement. Representative Joseph E. Ransdell of Louisiana was chosen pres., and S. A. Thompson of Indiana, sec'y-treas.

Grain carriers to hold cargoes at Lake Superior ports during the winter, to be transported to eastern ports at the opening of navigation, have been in great demand the past two weeks, with rates steadily advancing. Shippers at Duluth have been offering 4 cents and over, and at Fort William, 5 cents. Few ships have been available since Dec. 5, on account of the refusal of underwriters to quote insurance for sailing after that date.

Physical valuation of the property of railroads and other common carriers is provided for in a bill passed unanimously by the House of Representatives Dec. 5. This bill, introduced by Adamson and amended by Mann, authorizes the Interstate Commerce Commission to employ engineers and experts and call witnesses to testify in a far-reaching inquiry, with a view to basing rates on fair income for actual investment. Mann's amendment provides for a complete investigation into stock and bond issues of interstate carriers.

The practice of the C. M. & St. P. Ry. Co. to charge ¼ cent a bushel for elevation of grain from the owner and a like sum from the eastern railways for the transfer of the same grain, was declared unjust by the Interstate Commerce Commission, Dec. 3, in a decision made on the case instituted against the C. M. & St. P. by the Milwaukee Chamber of Commerce. The Commission held that the railroad company's practice was equivalent "to receiving double pay for the service of transfer of grain, which is manifestly unjust."

To provide for re-inspection of grain H. G. Wilson of the Transportation Bureau of the Kansas City Commercial Club suggested at the recent meeting of the National Industrial Traffic League that the demurrage rules of the American Ry. Ass'n be amended to allow extra time. The only provision now in the rules is paragraph 4, section B, rule 2: "When car is loaded with grain, or half way so, subject to recognized official inspection and such inspection is made after 12 noon, 24 hours, one day, extra will be allowed for disposition." The suggestion was referred to the demurrage committee.

Opening arguments were commenced during the week ending Nov. 28, in the two cases before the Interstate Commerce Commission of the Wichita Board of Trade against the Atchison, Topeka & Santa Fe and other railroads. The Wichita Board of Trade contends that the mills located on the line of the Union Pacific purchase grain at a lower price than is required to be paid by other mills, located on other Kansas lines, and to that extent, it avers, the Union Pacific lines are giving undue advantage over Kansas competitors. It is alleged that the rates charged have the effect of reducing the price of grain at points on the Union Pacific below that paid on grain at points located similarly on the Santa Fe and Rock Island lines.

A record for quick unloading was made recently by the government elevator at Port Colborne, Ont., when it removed 333,000 bushels of wheat from the steamer Emperor in 11½ hours. The steamer J. C. Wallace is said to have loaded 370,000 bushels of wheat in four hours, from one elevator.

Charged with having accepted rebates from the Big Four, L. S. & M. Sou. and the C. I. & Sou. Railroad Cos., subsidiaries of the New York Central, Thos. O'Gara, pres., of the O'Gara Coal Co., and the several railroads mentioned were indicted by the federal grand jury last month. The rebates are alleged to have been given on coal shipments from the mines of the O'Gara Coal Co., at Harrisburg, Ill. Mr. O'Gara furnished bonds for \$10,000.

The National Ass'n of Railway Commissioners at its recent meeting at Washington, D. C., elected the following officers: O. P. Gothlin, Ohio, pres., Laurence B. Finn, Kentucky, first vice president, Clifford Thorne, Iowa, second vice president, W. H. Connolly, sec'y. (Mr. Connolly is also chief clerk of the Interstate Commerce Commission), William Kilpatrick, Illinois, assistant sec'y. The next meeting of the Ass'n will be held at Washington, Oct. 28, 1913.

Want of proper facilities for the fast loading of grain from elevators into the boats at Fort William, Ont., is going to cause a congestion of grain in Canada, in the opinion of S. H. Pitts of Toronto, a member of the Board of Trade of that city. According to Mr. Pitts, there are sufficient boats waiting for cargoes at Fort William to relieve the congestion but because of inadequate loading facilities, the elevators at Fort William are full of grain and the railroad yards are choked with loaded cars.

The elevator men of Fort William and Port Arthur, Ont., have decided to form a grain shippers' organization, to protect their interests, jeopardized by the strike of the Canadian Pacific railroad clerks. A complaint to the grain commission and railroad board is contemplated. As a result of the strike, no manifests or expense bills have been sent to the grain shippers since the strike began. Cars are not being delivered as ordered and it is estimated that the congestion has caused a deficit of 75 per cent in the net earnings of the elevators.

Claiming discrimination against Chicago in the matter of rates to the Gulf ports in favor of Omaha, Kansas City and other Missouri River points, the Chicago Board of Trade began its fight Dec. 4, before Examiner C. R. Marshall of the Interstate Commerce Commission. The defendants are the Illinois Central, Missouri Pacific, Kansas City Sou., and other railroads. The reduced export rate as first filed was due to expire Nov. 30; but the action of the Interstate Commerce Commission in extending its effective date to Mar. 30, 1913, revives the 4-cent cut as a vital factor in the grain and milling trades. The cut was made to meet rail and water competition, as announced last summer, by rail and water via Montreal; and now that the competition of the lakes has ceased and the Missouri Pacific desires to restore the higher rate, trouble has arisen because the Interstate Commerce Commission is not willing that a rate made to meet water competition shall be raised when the water competition has been removed, holding that such juggling of rates is not fair to the boat lines.

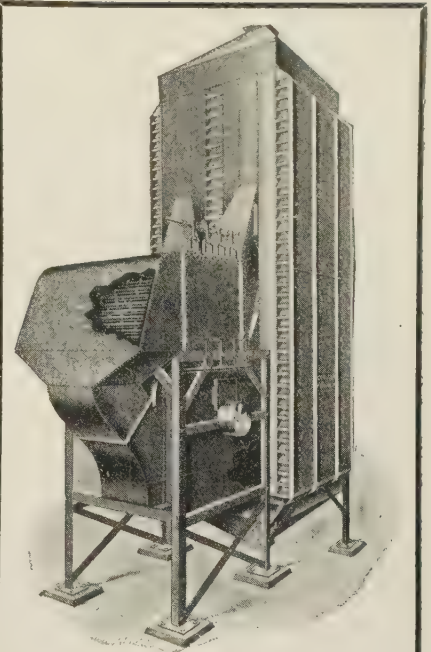
Additional storage for grain at the head of the lakes has been provided in permitting American vessels to load grain for storage at Fort William and Port Arthur, Ont., after Dec. 10, and deliver their cargoes at Canadian ports, except Port Colborne, at the opening of navigation next season.

The attempt of the I. C., Mo. Pac. and other lines to increase the low export rate on grain to Gulf ports, which expired by limitation in November, was frustrated by the Interstate Commerce Commission, which suspended the proposed increase until March 31. The advanced rates were to have gone into effect Dec. 1.

Altho the last carrier agreed to return a leaking car of wheat to its owner at half rate from Staunton, W. Va., because the car had been rejected by the consignee on account of leakage in transit, the Toledo & Ohio Central, a connection of the Chesapeake & Ohio, the last carrier, refused to accept anything but the full rate from the Ohio Hay & Grain Co. when the car arrived at its home destination, Findlay, O. As a result of the stand taken by the railroad, the Ohio Hay & Grain Co., has petitioned the Interstate Commerce Commission to award it the difference between the half and the regularly established rate.

That the shipping industry will be revolutionized with the opening of the Panama Canal has been made patent by the great terminal project at Seattle, Wash., which will cost \$9,000,000 when completed in time for the opening of the canal. Construction work has been started on the great wharfs. The improvements on Harbor Island include great warehouses, grain elevators and factory sites. Eleven piers, 1,000 feet in length will permit ships of the largest type to dock on either side. The largest steamship companies appreciate the new trend in the world's traffic which the Panama Canal will give, and have leased space in the big terminal for their vessels.

Charging discrimination in rates and the operation of milling in transit rates to the great disadvantage of Toledo and the corresponding advantage to Chicago and other markets, the Toledo Produce Exchange has filed a complaint with the Interstate Commerce Commission against the Ann Arbor Railroad Co. and others. Toledo's loss, due to discriminatory rates, are shown in tables of grain receipts from 1900 to 1911 inclusive. The receipts show a steady decline. The complaint states that re-shipping rates have been denied by the defendants at Toledo, altho such rates are in force at Chicago, a market in every way similar to Toledo, with the exception of the amount of grain handled. The complaint of the Produce Exchange alleges that the operation of milling in transit rate is unjust, unreasonable and unsatisfactory because only half of the grain that comes into Toledo is subject to the milling in transit rate. Because of this fact, Toledo, a primary market, is alleged to be at a disadvantage with interior milling points, where all grain is subject to milling in transit rates. To put Toledo on a par with interior milling points, a specific rate in, and a re-shipping rate out, are desired, to points in trunk line territory which two rates should equal thru rate from point or origin to point of destination, plus a charge for milling in transit. Ex lake rates are also said to be discriminatory in favor of Chicago.



The Hess Ideal Drier and Cooler

No. 3. Price \$900.00 f. o. b. Chicago.
Capacity a-car-a-day.

Horsepower: for fan, 6 h. p. Steam for coils, 15 h. p. Shipment within 24 hours.

This is the size for country elevators, mills, etc. We have eight other sizes ranging up to the big kind for seaboard terminal export elevators.

Of all winters, this winter threatens the heaviest losses known, to grain men who lack the protection of a Hess Grain Drier.

The chaffy, damp corn, the huge crop of it, the open weather, and, particularly, the certain shortage of cars, all conspire against the handling and storage of grain, unprotected.

The Hess Drier insures you against loss. If your corn heats, blow it with cold air or dry it with warm air, both of which may be done with the Hess Drier. It will hold the condition of your grain as long as you own it and it will improve in quality instead of deteriorating. You can sleep nights without visions of mahogany.

Incidentally, there's work for the drier, and a good profit, in buying damp grain and raising the grade. The Hess Drier does it at a nominal expense.

Hess Driers dry any kind of grain or seed. In Michigan the bean growing section is full of them, drying beans. Better post up and get ready before you actually need the machine.

Free Booklet.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

Makers of Hess Improved, Brown-Duvel Moisture Testers. See page 864

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C. R. I. & P. quotes a rate effective Dec. 19, on corn, from Kansas City, Mo., to Liberty, Mo., 4c.

N. Y., C. & St. L. will make a rate of 10c Dec. 21 from Avery, West Dover and Vermillion, O., to Chicago.

I. C. in 4651-B quotes rates on grain from its stations in Illinois and Indiana to Cincinnati, O., effective Dec. 16.

Santa Fe quotes a rate on corn, rye, oats, and barley from Lamar, Col., to Coolidge, Kan., 8c, effective Dec. 23.

Toledo, St. L. & W. will make a rate interstate Dec. 24 of 7c from Venedocia, Shasta, Ohio City and Landeck to Cleveland.

C. G. W. in Sup. 2 to 50-B quotes local freight rates, showing rules and charges for reconsigning freight at its stations, effective Dec. 15.

C. G. W. in 86-C quotes local freight rates and names allowances and charges for elevation of grain and seed at its stations, effective Nov. 1.

K. C. Sou. quotes a rate effective Dec. 20 from Kansas City and rate points, to Sutter, Okla., wheat 18c, corn 16c, flaxseed and millet seed 20c.

Wabash quotes a rate effective Dec. 12 on wheat between St. Louis, Mo., East St. Louis, Ill., and rate points and Emery and Clear Lake, Ia., 14½c.

Gt. Nor. will make a rate effective Dec. 21 of 13c on grain from Walden, Pillsbury, Fairview, Revere, Sutton and Brantford, N. D., to Duluth-Superior.

C. G. W. in Sup. 6 to 50-A and Sup. 1 to 50-B quotes local freight tariffs, showing rules and charges for reconsigning freight at its stations, effective Nov. 11.

C. St. P. M. & O. quotes a rate on wheat and buckwheat from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Springfield, Ill., 13.5c, effective Dec. 17.

C. & E. I. will make effective Dec. 26 a rate of 10c on grain and grain products from Chicago to Thebes, Ill., and 7c on grain from Chicago to Terre Haute and Brazil, Ind.

C. G. W. in Sup. 17 to 9-A quotes rates on corn, rye, oats, barley, flaxseed and wheat from Burch and Des Moines, Ia., to Omaha and South Omaha, Neb., 6c, effective Dec. 10.

B. & O. in ICC 11173 quotes grain rates from its stations, east of the Ohio River, to C. & O., Norfolk & Western, Southern and Valley Railroad Cos., of Virginia stations, effective Dec. 20.

C. B. & Q. in Sup. 8 to 1346-D quotes local, joint and proportional rates on grain between Chicago, Peoria, Ill., etc., and its stations and those of the R. I. Sou. in Illinois, effective Dec. 20.

C. M. & St. P. quotes a rate effective Dec. 19, on corn and oats, to La Plant and Lantry, S. D., from Sioux City, Ia., 25c; Chamberlain, S. D., 26c; Lake Preston, 21c; Bradley, S. D., 19c.

C. B. & Q. in Sup. 15 to 7072-A quotes rates for local freight of Illinois distance rates on classes and commodities between stations on its lines east of the Mississippi River, effective Dec. 20.

S. L. & S. F. will make effective Jan. 1 from Herring, Okla., to Memphis and Cairo, a rate of 24½c on wheat, 21½c on corn, 31½c on flaxseed; and to New Orleans 31½c on wheat and 29c on corn.

C. G. W. in Sup. 11 to 36-A, quotes local, joint and proportional rates on grain, flax and millet seed between Chicago and stations in Illinois and Iowa, and its stations and those of its connections in Iowa, Kansas, Minnesota, Missouri and Nebraska, effective Dec. 20.

C. B. & Q. in Sup. 10 to 4000-B and Q. O. & K. C. 1244-A quotes local, joint and proportional rates on grain between Chicago, St. Louis, St. Paul, etc., and stations in Iowa and Missouri, effective Dec. 2.

Soo quotes a rate on corn, rye, oats and barley from Webster, Frederic and Luck, Wis., to Grantsburg, Wis., 10c; wheat to Grantsburg, Wis., from Webster 12½c; Frederic and Luck, Wis., 11c, effective Dec. 11.

C. & A. in Sup. 1 to 2-C quotes switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges, applying at its stations, effective state Nov. 30, interstate Dec. 31.

N. P. quotes a rate effective Dec. 7, on wheat, corn, rye, oats, barley, flaxseed, millet seed, between St. Paul, Minneapolis, Minnesota Transfer, Cloquet, Duluth, Minn., Superior, Wis., and Franklin, N. D., 14½c.

C. B. & Q. in Sup. 29 to 1240-A with connecting carriers quotes local, joint and proportional rates on grain between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Winona, Minn., etc., effective Dec. 15.

L. E. & W. in Sup. 18 to 501-B quotes grain rates from Bloomington, Crandall, Peoria and Pekin, Ill. (proper and from beyond), also from its stations and connections to C. F. A. and western points, effective Dec. 13.

C. G. W. in Sup. 16 to 15219 quotes joint rates applying on commodities between its stations and those of its connections and stations on the Soo Line, M. & I. and N. P. Ry. Cos., effective state Nov. 5, interstate Nov. 26.

C. G. W. in Sup. 71 to 13311 gives the complete Minnesota schedule of all distance class rates and commodity freight rates between stations in the state of Minnesota, effective intrastate, Nov. 14; interstate, Dec. 10.

C. & N. W. in Sup. 10 to 11475-A, quotes local, joint and proportional rates on grain and flaxseed between stations in Illinois, Wisconsin, etc., and stations in Iowa, Minnesota, North and South Dakota, effective Dec. 17.

C. G. W. in Sup. 5 to 15390, and Santa Fe System 8394-D, quotes local and joint rates on commodities between Chicago, St. Louis and points taking same rates and Dubuque, Ia., effective intrastate Nov. 10, interstate, Dec. 15.

C. G. W. in Sup. 21 to 14879 quotes local, joint and proportional rates on grain between St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Stillwater, Minn., and its stations and those of its connections, effective, Dec. 20.

C., R. I. & P. will make effective Dec. 31 a rate of 7c on corn and 8c on wheat between Memphis and Edmonson, Ark.; between Memphis and Heth, Ark., corn 8c, and wheat 10c; from Charlton, Ia., to Little Rock, corn 20c and wheat 21c.

C. & A. quotes a rate, effective Dec. 15, from Kansas City to Galesburg, Gales, Cameron, Butlers Siding and Sullivan, Ill., wheat 10½c, corn 9½c. From Kansas City and St. Joseph, Mo., and Elwood, Kan., to Chicago, Brighton Park, Ill., wheat 12c, corn 11c.

C. G. W. in Sup. 20 to 14879, quotes local, joint and proportional rates on grain between St. Paul, South St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Minn., and its stations and those of its connections, effective Dec. 1. (Sup. 14 and 18 are still in effect.)

C. G. W. in Sup. 3 to 22-A, contains all changes from the original tariff that are effective on the date hereof. In connection with the C., M. & St. P., C. & N. W., Colfax Northern, I. C. and the Waterloo, Cedar Falls & Northern Ry. Cos., the C. G. W. quotes joint and proportional rates on grain, flaxseed and millet seed between stations of the C. G. W. in Iowa, Kansas, Minnesota, Missouri, Nebraska and Milwaukee, Wis., effective Dec. 10.

C. G. W. in Sup. 22 to 14889, quotes joint and proportional rates on hay and seeds between its stations and those of the C. N. and W. C. F. & N. Ry. Cos., and St. Louis and East St. Louis, Ill., also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Dec. 10.

C. G. W. in Sup. 21 to 14889 (cancels Sup. 19), quotes joint and proportional rates on grain and seeds between its stations, those of the C. N. and W. C. F. & N. Ry. Cos., and St. Louis, Mo., and East St. Louis, Ill.; also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Dec. 1.

C. G. W. in Sup. 4 to 68-B quotes proportional rates on grain, flax and millet seed from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., to Chicago and its stations in Illinois and Iowa, also St. Louis, Mo., East St. Louis, Peoria, Ill., and other stations in Illinois and Iowa, effective Dec. 10.

K. C. M. & O. quotes a rate, effective Dec. 19, between Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., and Clinton, Okla., wheat 29c, flaxseed and millet seed 41c, hemp seed 44c; between Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., and Clinton, Orco Jct., Braithwaite, Dill City, Cambridge, Lone Wolf, Colina, Lugert and Blair, Okla., corn 28c.

D. S. S. & A. quotes grain rates, effective Dec. 11, from Champion, Ishpeming and Negaunee, Mich., originating beyond, to Baltimore, 6½c; Baraga, 6c; Calumet, Centennial, 11¼c; Hancock, Houghton, 6¼c; Kearsarge, 11¼c; L'Anse, 6c; Laurium, Lake Linden, 11¼c; Marquette, 5c; Mass, 8¼c; Sault Ste. Marie and St. Ignace, Mich., 11c; from Sidnaw, Mich., to Baltimore, Mich., 6¼c.

C. & A. in 1602-B, with participating carriers, quotes grain rates from Kansas City, St. Joseph, Mo., and Elwood, Kan., when originating at other points, or when milled at Kansas City, St. Joseph, Mo., or Elwood, Kan., from grain originating at other points to its stations, and those of its connections in Illinois, Indiana, Michigan, Minnesota, Missouri, Ohio and Wisconsin, effective Dec. 15.

Santa Fe System in 5588-J, quotes local and joint rates on grain between points in Kansas, Colorado and Oklahoma; also Superior, Neb., and Joplin, Mo., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., also distance rates between stations in Kansas, Oklahoma, Superior, Neb., and Joplin, Mo., effective Dec. 23.

C., R. I. & P. quotes a rate effective Dec. 24, between St. Paul, Minneapolis and Minnesota Transfer, Minn., and Hammond Jct., and Hammond, Okla., wheat 30c, corn 29c, flaxseed 47c, alfalfa feed 27½c, hemp seed 50c. A rate effective Dec. 15, from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Lincoln, Hawley, San Prairie, Green Valley, Delavan, Emden, Hartsburg and Bell, Ill., wheat, 12c; corn, rye, oats and barley, 11c.

Mo. Pac. quotes a rate effective Dec. 15, from Kansas City, Mo., Atchison, Leavenworth, Kan., Independence and St. Joseph, Mo., originating beyond, to Madison and Springfield, Ill., inclusive, wheat, 12c; corn, 11c. A rate, effective Dec. 11, from Red Wing, Kan., to Belmont (proper), Bird's Point, Mo., Cairo (proper), Ill., and Memphis, Tenn., wheat, 27.25c; corn, 24.75c, hemp seed, 35.25c; flaxseed, 32c; to Cairo, Ill., Evansville, Ind. (when destined to southeastern and Carolina territory), Nashville, Tenn., wheat, 23.25c; corn, 20.75c; to New Orleans, La., and rate points, wheat, 32.25c; corn, 29c; to New Orleans, La., and rate points, Galveston, and Texas City, Tex. (when for export), wheat, 26c; corn, 23c.

C. G. W. in Sup. 21 to 14481, quotes local and joint proportional tariff on grain and seeds from Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb.; to its stations, and also to East Dubuque, Ill., effective Jan. 1.

C., B. & Q. in Sup. 2 to 3457-E, and Q., O. & K. C. Cir. 112-F, gives allowance for Minnesota traffic only, not to exceed \$0 cents per car for cooping; when cars are not supplied with grain doors, \$2 per car will be allowed shipper who furnishes same at his own expense, effective Dec. 16.

Santa Fe System in 5702-D quotes local, joint and proportional rates on broom corn, castor beans, pop corn, seeds between points in Kansas, Colorado, Oklahoma; also Superior, Neb., and Joplin, Mo., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates; also distance rates between stations in Kansas, between stations in Oklahoma and stations in Kansas; also Superior, Neb., Joplin, Mo., and stations in Kansas, effective Dec. 23.

C. G. W. in Sup. 3 to 68-B, quotes proportional rates on grain, flax and millet seed from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., to Chicago and its stations in Illinois and Iowa, also St. Louis, Mo., East St. Louis, Peoria, Ill., and other stations in Illinois and Iowa. Issued Sept. 26, under authority of Rule 9 (K) Tariff Circular 18-A, and in compliance with investigation and suspension dockets Nos. 114-A and 114-B of the I. C. C. of date Sept. 16. The effective date for the advanced rates on flaxseed is postponed to March 28, 1913.

M. & O. in a rate effective Dec. 16, quotes grain rates from St. Louis, Mo., and East St. Louis, Ill., to shipside, Key West, Fla. (for export to Havana), corn and oats, 20½c; wheat, 21½c; to shipside, Mobile, Ala., New Orleans and Port Chalmette, La., for export to all foreign countries, except Europe, Asia and Africa, including insular possessions of the United States and Canal Zone of Panama, except on articles for Mexican points taking joint thru rates via routes over which shipped, corn, oats, rye and barley, 10½c; wheat, 11½c (does not include elevation or fobbing charges at ports).

C. G. W. quotes rates effective Dec. 20, between St. Paul, South St. Paul, Minnesota Transfer, Minneapolis, Minn., and Sandyville, Station No. 4, Dallas, Stations Nos. 7 and 8, and Chariton, Ia., flaxseed and millet seed, 19c; wheat, 14.75c; corn, oats, rye and barley, 13.25c. Between Chicago and points taking the same rates and Hartford, Sandyville, Station No. 4, Dallas, Stations Nos. 7 and 8 and Chariton, Ia., wheat and articles taking same rates, 13.9c; corn and articles taking the same rates, 12.5c; flaxseed, 18c. Between Chicago and points taking same rates and Station No. 11, Corydon and Allerton, Ia., wheat, 13c; flaxseed, 19c.

C., R. I. & P. in Sup. 1 to 28675-A, quotes local, joint and proportional rates on grain and seeds between Missouri River common points, also St. Louis, Mo., East St. Louis, Ill., and stations in Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, and Oklahoma, effective Dec. 20. "The rates quoted on grain to or from stations in Nebraska and Omaha, South Omaha, Neb., and Council Bluffs, Ia., are quoted thereon solely for the purpose of complying with an act passed by the general assembly of the state of Nebraska, approved April 8, 1907, in force July 5, 1907. The C., R. I. & P. Ry. Co. denies, and is now contesting in the courts, the validity of said act, for reasons, among others, that said rates are not compensatory and are confiscatory of its properties, and, therefore, quotes said rates under protest, and without waiving any of its rights in the premises, all of which are hereby expressly reserved."

C. G. W. in Sup. 1 to 86-C, quotes local freight rates, naming allowance and charges for elevation of grain and seeds at its stations. The date effective of C. G. W. 86-C is suspended until Jan. 1, 1913. Pending restoration, reissue or cancellation, the tariff 86-B will apply.

C. B. & Q. in Sup. 27 to 1800-B, and Q., O. & K. C. 895-H, quotes local, joint and proportional rates on grain, broom corn and seeds between its stations on lines west of the Missouri River; also Rapid City, Black Hills & Western Railroad and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and stations taking same rates or arbitraries higher, named in tariff as amended; also other points on lines east of Missouri River as specified in tariff, effective Dec. 16.

CAN ESTABLISH STANDARD Grades of Corn.

The Dept. of Agriculture has tested and analyzed approximately 25,000 samples of grain during the past year. Tests for acidity which denote soundness were made of over 5,000 samples of corn. Progress has been made in determining the changes which take place in grain while in storage and in railroad and ocean transportation, special attention having been given to deterioration as influenced by moisture content, soundness and climatic conditions. Since the work of grain grading and grain standardization was first instituted in 1906, 100,000 samples of grain have been tested, many special experiments have been made, and on the arrival at European ports 183 cargoes of American corn have been examined. Sufficient data is now available to establish standard grades for corn, says James Wilson, Secretary of Agriculture, in his annual report, issued Dec. 7.

Unloading Coal from Hopper Cars.

Hopper cars are coming into general use for transporting coal, as a result of the recent order of the Interstate Commerce Commission, requiring railroads to load only open cars with hard and soft coal, when destined to points in Wisconsin and Illinois. A method of unloading hopper cars, adopted by Chicago dealers, and now in general use is as follows:

Get one piece of No. 14 sheet steel, 11 feet long, four feet six inches wide; take two pieces of two by four inch oak, ash or tough wood, 11 feet long and bolt one to each lengthwise side of the steel; the ends can be stiffened by bolting on pieces of one and a half inch angle iron; this will keep the steel from bending. Short chains or ropes can be fastened to the ends to assist in pulling the steel plate under the car, and between the tracks.

Dealers who have used the device state that the total weight of the receptacle is not over 100 pounds and can be handled easily by two men. It is placed across the track, under the car and the coal from the hopper allowed to fall upon it. Two thirds of the coal in the car can be shoveled from this receptacle, without any trimming in the car, the coal feeding regularly as it is shoveled into the wagon.

SHIP SUBSIDY wud place a heavy burden on American taxpayers, Robert Dollar of San Francisco, before the United States Senate subcommittee on commerce Dec. 3, testifying that his company operates under the British flag at an expense 40 per cent less than wud be possible under that of the United States.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

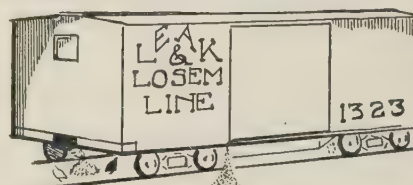
FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.



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Capital \$2,000,000.00 Deposits \$31,041,046.16
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Supreme Court Decisions

Transfer of Title.—Where a seller of goods delivers them to a carrier and forwards B/L with draft attached for collection, the title vests in the buyer without payment of the price of actual delivery.—*Robinson & Martin v. Houston & T. C. Ry. Co.* Supreme Court of Texas. 146 S. W. 537.

Crop Lien.—Where the lease of a farm reserved a lien on the produce to the landlord with a power of sale to secure payment of rent, the landlord acquired the sole property in the produce until the lien was satisfied.—*Larraway v. Tillotson.* Supreme Court of Vermont. 70 Atl. 1063.

Title to Growing Grain.—In the absence of any reservation or exception, either parol or otherwise, of a crop of grain growing on land at the time of the execution of a deed thereof, the crop passes to the purchaser under the deed.—*Bjornson v. Rostad.* Supreme Court of South Dakota. 137 N. W. 567.

Initial Carrier Liable.—An initial carrier of an interstate shipment is liable under the Carmack amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 595 [U. S. Comp. St. Supp. 1911, p. 1307] for the negligence and delay of its connecting carrier.—*Pecos & N. T. Ry. Co. v. Cox.* Court of Civil Appeals of Texas. 150 S. W. 265.

Trade Custom Does Not Invalidate Express Authority of Agent.—Where an agent was expressly authorized to purchase fruit for his principal for cash upon the agent's inspection, a custom whereby the shipper of fruit would draw upon the consignee subject to inspection at delivery point by the consignee before payment of the draft was not admissible in evidence, even if applicable to dealings between principal and agent, being repugnant to his authority.—*Citizens Nat'l Bank of Los Angeles v. Ariss.* Supreme Court of Washington. 123 Pac. 593.

Issuance of Bs/L.—An agent of a railroad company having no authority to issue Bs/L except for property actually received for shipment cannot ratify the act of another in issuing such bills in the name of the company, nor will his knowledge of a custom on the part of such another to issue bills in advance of the receipt of the goods charge the company with notice of such custom so as to render it liable to one defrauded by false Bs/L so issued, where the agent was a party to the fraudulent transactions.—*Alexander Eccles & Co. v. Louisville & N. R. Co.* U. S. District Court, Northern District of Alabama. 198 Fed. 898.

Consignee Can Recover Tho Carrier Has Settled with Shipper.—The consignee of certain coal shipped from Illinois refused to receive it unless a carrier would pay damages for delay in delivery, whereupon the carrier took the coal for its own use, and, after the consignee had paid the consignor therefor, settled with the consignor for the value of the coal and pleaded such settlement in discharge. Held, that tho, under the Illinois law, the consignor might have maintained an action for the consignee's benefit for such conversion, the carrier could not settle with the consignor and discharge plaintiff's cause of action, after it had notice that the coal had been paid for, and the consignee's claim had been presented to it; the consignor's right to sue, if any, not being conclusive, and the plaintiff, as the real party in interest, being entitled to enforce its claim by action or otherwise.—*Sleepy Eye Milling Co. v. C & N-W Ry. Co.* Supreme Court of Minnesota. 137 N. W. 813.

Ratification of Trade Made in Error.—Where a broker on a board of trade was authorized by a principal to purchase 1,000 bushels of September wheat, but made a purchase on the principal's account of 10,000 bushels and reported it to the principal the latter could either ratify or repudiate the unauthorized act; and, where he failed to repudiate promptly, he must be deemed to have ratified the contract and be bound by it.—*Argus v. Ware & Leland.* Supreme Court of Iowa. 136 N. W. 774.

Custom Cannot Modify Contract.—Where a contract for the purchase of malt by a distillery company provided a method by which such malt was to be tested to determine whether it reached the contract standard, a trade custom which would permit the buyer to use the malt without testing it, and thereafter recover for its defects, cannot be proven because of its repugnancy to and inconsistency with the express terms and meaning of the written instrument.—*Columbia Malting Co. v. Glenmore Distilleries Co.* Court of Appeals of Kentucky. 150 S. W. 53.

Duty to Furnish Cars.—Conceding that a railroad company engaged in the coal carrying trade from mines along its line of road is only required to have a supply of cars adequate to meet the normal demands of the coal trade, it must have sufficient cars to meet the normal demand during the fall and winter months when the normal demand is heaviest, and does not perform its duty by merely having a sufficient supply of cars to meet the demands of the coal trade during the year if approximately the same amount of coal was shipped during each month.—*Illinois Central R. Co. v. River & Rail Coal & Coke Co.* Court of Appeals of Kentucky. 150 S. W. 641.

Liability of Carrier for Changing Routing.—Where the connecting carrier selected by a shipper refuses to accept the shipment tendered by the initial carrier, the initial carrier should advise the shipper of the fact, depositing the freight in a warehouse if necessary, and await further instructions, but where the initial carrier in an effort to expedite the shipment sends it by another connecting carrier, and no loss is occasioned by such change of route, and the same delay would have happened had the route not been changed, the initial carrier is not liable.—*Galveston, H. & S. A. Ry. Co. v. Breaux.* Court of Civil Appeals of Texas. 150 S. W. 287.

Void Clause on Telegraph Blank.—Under section 9 of article 23 of the Constitution, which provides that "any provision of any contract or agreement, express or implied, stipulating for notice or demand other than such as may be provided by law, as a condition precedent to establish any claim, demand, or liability, shall be null and void," a condition printed on the back of a telegraph message, which provides that "the company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission," is not binding.—*Western Union Telegraph Co. v. Sights.* Supreme Court of Oklahoma. 126 Pac. 234.

Subrogation of Insurance.—A lessee of land from a railroad released it from any liability for fire, which the negligence of the railroad company might cause. Subsequently the lessee insured his property, notifying the insurance company of the lease, but not of the release of liability. The policy provided that, if a fire should be caused by the act or neglect of any person, the insurer should, on payment of the loss, be subrogated to the extent of such payment to all the rights of the insured. Held, that as this contract called for subrogation only so far as the insured had any rights, the release in the lease did not avoid the policy, and a recovery on the policy might be had for a loss by fire occasioned by the wrongful act of the railroad company.—*Gerlach v. Grain Shippers Mutual Fire Ins. Co.* Supreme Court of Iowa. 136 N. W. 691.

Taxation of Warehouseman.—Under Ky. St. §§4020, 4023, making all real and personal estate within the state and all personal estate of persons residing in the state subject to taxation, and declaring that the holder of the legal title and the holder of the equitable title, and the claimant or bailee in possession of the property on the assessing date, shall be liable for taxes, produce in possession of a warehouseman on the assessing date is subject to taxation, and, when not listed nor the taxes thereon paid by the owners, the warehouseman is subject to taxation.—*Commonwealth by Hopkins, Revenue Agent, v. Tabbs Storage Warehouse & Freight Transfer Line.* Court of Appeals of Kentucky. 150 S. W. 525.

Damages for Carrier's Delay.—A complaint in an action by a shipper for delay in the delivery of corn, which alleges a contract for the transportation of the freight from a point in Indiana to Pittsburgh, consigned to the order of the shipper, with directions to notify his agent on arrival at yards of the carrier near Pittsburgh that the shipper's agent sold the corn to a third person at 52 cents a bushel, which was its value, that the carrier negligently failed to deliver the freight for several days, whereby it was damaged so that the value was reduced to 20 cents a bushel, which was the highest price the shipper could obtain, and for which he was compelled to sell, states a cause of action in favor of the shipper as against the objection that it shows a sale to the third person who alone may sue, since the complaint merely shows an executory contract for sale with the right of the third person to inspect and reject the freight.—*P. C. C. & St. L. Ry. Co. v. Knox.* Supreme Court of Indiana. 98 N. E. 295.

Lease of Grain Dock.—An owner of a dock proposed, by letter, to lease it to a lessee for a flat rate of a specified sum per ton for passing over the dock, and a specified rate per ton for scouring and grading. The lessee, by letter, added to the terms that he would pay half the expense of employing a watchman, and that he should have an option for the renewal of the lease for another year. The owner, by letter, accepted the conditions, but added the qualification that it was understood in the renewal of the agreement that the usual amount of business would be done. Prior to the correspondence, oral negotiations showed that it was understood that the lessee should have the dock, provided he did the usual amount of business. Held, that the rental was computed on the amount of the business with a minimum limit according to the average business done, and the lessee, holding over, was bound by such contract.—*Lewis v. Northwestern Warehouse Co.* Supreme Court of Oregon. 127 Pac. 33.

Conspiracy and Boycott.—Plaintiff sued an exchange and various individual defendants, alleging injury to his business, good name, reputation and credit by reason of defendants' unlawful combination and conspiracy, in that on October 7, 1907, defendants unlawfully blacklisted and boycotted him on the exchange, since which time he had been prevented from buying grain in the Buffalo market, and had been forced to abandon his business as a shipper of grain in Wilkes-Barre, and compelled to accept other unfavorable markets or discontinue his business entirely, seeking to recover both actual and punitive damages. Held that, though the words "post" and "blacklist" did not lack definiteness, yet, they being used in connection with the word "boycott," which was indefinite, defendants were entitled to a bill of particulars stating the respects in which their acts were unlawful and the manner of their combination or agreement to injure plaintiff in his business or reputation, without setting out the evidence as to the details of the conspiracy, or disclosing the witnesses on whom plaintiff relied to prove his case.—*Patterson v. Corn Exchange of Buffalo.* U. S. District Court, Western District of New York. 197 Fed. 686.

Settlement on Basis Point of Shipment Instead of Destination.

W. L. Green Commission Co., St. Louis, Mo., plaintiff, vs. R. Lupton Grain Company, San Antonio, Tex., defendant, before Arbitration Com'te of the Texas Grain Dealers Ass'n.

On Feb. 3, 1912, thru telegraphic communication, the plaintiff sold to defendant 3,000 bus. No. 2 kiln dried corn at 86½¢ C. A. F. Texas Group 3 for immediate shipment. On request of plaintiff, defendant wired instructions to ship the corn to Kerrville, Tex. On Feb. 5 plaintiff received the letter confirmation of defendant, which contained the stipulation that the corn should be dried to 14% moisture content, and plaintiff immediately demurred to this feature, claiming that the corn would be dried about 15%, the customary moisture content for No. 2 kiln dried corn. The parties could not agree and on Feb. 6 defendant wired plaintiff cancelling the contract. The plaintiff replied by wire advising that No. 2 kiln dried corn would be shipped, or that the contract would be cancelled at 1½¢ per bushel as defendant might prefer. To this defendant replied that everyone else was offering 14% corn, and that the corn would not be accepted unless dried to 14%.

The plaintiff then sent debit memorandum for 1½¢ per bushel and made draft for \$45 which was refused by defendant. The plaintiff arrives at the \$45 by figuring the market difference on No. 4 corn on Feb. 2 and Feb. 6, claiming that No. 2 kiln dried corn was made from No. 4 corn, and argues that 1½¢ per bu. was a reasonable measure of damage.

We have carefully considered all the facts and testimony adduced before us, and find that, on Feb. 5, the day defendant refused to accept the corn, plaintiff was quoting and actually selling No. 2 kiln dried corn at 86½¢ delivered Texas Group Three. We are therefore of the opinion that the proper basis of figuring the difference should be on the market difference of No. 2 kiln dried corn and not No. 4 corn, as was done by plaintiff.

The market on No. 2 kiln dried corn being ¼ higher on Feb. 6 than the price named in the contract, we are unable to find where plaintiff suffered any loss in the transaction, and we will therefore find in favor of the defendant, and assess the cost of arbitration against the plaintiff. The sec'y is directed to return the deposit fee of defendant.

J. A. Hughes,
Kent Barber,
E. N. Noble,
Com'te.

REVERSAL ON APPEAL.

The above cause was considered by the Arbitration Com'te May 15, 1912, when the claim of appellant was denied, and an award rendered in favor of appellee, the costs of arbitration being assessed against said appellant.

We have carefully considered all the facts presented at the original trial, and neither of the parties being before us, our decision is reached from a consideration of the record.

From the testimony adduced before the Arbitration Com'te we find that on Feb. 2, 1912, appellant sold to appellee 3,000 bushels No. 2 kiln dried corn at 86½¢ cents per bushel, St. Louis Terms, shipment immediate, Texas Group 3. It is further shown that appellee defaulted in his contract, and refused to accept the corn in accordance with the terms expressed in the original wires, which constituted the contract, and that on Feb. 6, 1912, he notified appellant that the contract was cancelled.

It is further shown that appellant did not sell the corn for appellee's account after receiving his notice of cancellation, but made up a statement of the loss, basing same on the market difference of No. 4 corn on February 6, 1912, the date appellee declared the contract cancelled. This claim amounted to \$45.00, being 1½¢ cents per bu. on 3,000 bus.

While we reverse the decision made by the Arbitration Com'te, we are of opinion that the claim should be based on the difference in value of No. 2 kiln dried corn in St. Louis on Feb. 6, 1912. We find that St. Louis No. 2 kiln dried corn was worth about 86½¢ cents. Texas Group 3 on Feb. 6, 1912, and we therefore hold that the actual loss of appellant was only ¼ cent per bu.

It is therefore ordered that R. Lupton Grain Company promptly pay to W. L. Green Commission Co., at St. Louis, Mo., the sum of \$7.50, and the sec'y is directed to return the arbitration and appeal fees paid by said W. L. Green Commis-

sion Co. And it is further ordered that the costs of arbitration and appeal be, and the same are hereby assessed against R. Lupton Grain Co.

This decision being concurred in by all members of the Executive Com'te.

T. G. Moore, Pres.; G. J. Gibbs, Sec'y,
Texas Grain Dealers Ass'n.

STARCH HOUSE WRECKED by Dust Explosion.

Twelve men were killed, 24 injured and property valued at over \$100,000 was destroyed, when the starch house of the Corn Products Refining Co., Waukegan, Ill., a building five stories high and 160 by 75 feet in ground dimensions, was blown to pieces by a terrific explosion, Nov. 25.

The accident was caused by the ignition of starch dust with which the atmosphere of the plant was filled, on account of the lack of dust collectors.

Immediately after the explosion, the debris became enveloped in flames and to the horrors of the blast were added those of a holocaust. Every man in the building was killed or injured.

The starch house stood at the south end of the great plant of the Corn Products Refining Co. When the men employed in the starch house went to dinner, there was 75,000 pounds of starch in the structure. It was shipping day and the regular force had been doubled to hasten the filling of the box cars. At 1:25 o'clock, when the afternoon's work was well under way, every cubic inch of the air in the building blazed red. The brick building was lifted into the air.

The roof went up, the walls went out and down, crumpling; the freight cars were blown on their sides and everything burst into flames. Hours elapsed before the bodies of the workmen could be taken from the wreckage. Nine bodies were taken from the ruins, some of them charred so as to be almost unrecognizable. Three others died in the hospital during the next few days.

A coroner's inquest was ordered and testimony was taken for several days. Charles Ebert, manager of the Waukegan plant, declared the officers of the company were convinced that the explosion was one of those accidents that frequently occur in mills of this sort. He said, "the company had a 'brush and broom' system for cleaning up, and insisted that the plant was shut down twice daily in order that the magnets which catch the nails and tacks drawn from the trays, could be kept in proper order."

Calendars Received.

The annual distribution of calendars has commenced. Among the beautiful lithographs decorating the calendars received so far is one from the Globe Mills, El Paso, Tex.

A reproduction of a handsome water color of "Diantha," by Manning, arrives with the compliments of J. Oliver Johnson, Chicago.

A wall calendar with figures large enough to be seen across any room bears the advertisement of the Meadows Mfg. Co., Pontiac, Ill.

The most beautiful calendar of any yet received, and one which no doubt will be considered by all recipients as the finest of the year, even after the crop has been gathered, comes from the Sneath-Cunningham Co., of Tiffin, O. It is a beautiful colored reproduction of an oil painting by W. Haskell Coffin.

The Proper Christmas Present

for your business or a
Brother Grain Dealer
is a copy of

Robinson's Cipher Code

Revised Edition

Bound in Leather, with
name in Gilt Letters.
Price \$2.25, prepaid.

GRAIN DEALERS JOURNAL

315 South La Salle Street
CHICAGO, ILL.

From one to billions

Plant just one little kernel of corn in a small spot of fertile soil. You harvest two to three ears from this one seed. Save them. Plant them, and you reap a wagon load. Save it for seed corn the next year. Sow it. You have a crib full. Keep this up, and in a very few years you have multiplied this one little kernel of corn billions of times.

Insert a little "Want-ad" in the "WANTED-FOR SALE" columns of the Grain Dealers Journal. You immediately receive replies, insert the ad. again, the number is increased. By continuing your little ad. you will receive enough replies in a surprisingly short time to fulfill your want satisfactorily.

Natural history.

Now's the time to sow your seed. Send your offer or want today to the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Grain Dealers Journal

315 S. LA SALLE STREET
CHICAGO, ILL.

Costs but 20c per type line each
insertion. Worth more.

Patents Granted

Unloader for Conveyors. No. 1,045,939. (See cut.) Anton Brotz, Sheboygan, Wis., assignor to J. M. Kohler Sons Co., a corporation of Wisconsin. The unloader consists of a revoluble disk, journaled in a support and positioned to overlap a conveyor belt to receive material thereon to remove material carried by the belt.

Seed Corn Drier. No. 1,045,407. (See cut.) Lucien W. Hurff, Galesburg, Ill. The device consists of a plurality of hanger stem units, each provided with a hanger eye at its upper end and an open hook at its lower end, adapting each section to be readily detached, and impaling prongs upon each unit disposed between the hanger eye and the open hook thereon.

Process of Separating the Germ and Hull from Corn.—No. 1,045,490. Heinrich Wulkan, Vienna, Austria-Hungary, assignor to Dextrin Automat, Gesellschaft, M. B. H., Vienna, a corporation of Austria-Hungary. The process of separating the germ from the starchy kernel of corn, which comprises soaking the corn in dilute hydrochloric acid, until the adhesion of the germ to the kernel is substantially destroyed, and the separation of the germ from the kernel, without materially breaking up the starchy portion.

Grain Scourer. No. 1,045,687. (See cut.) Dawson Winfield Durrett, Clarksville, Tenn. The machine consists of a conveyor tube, a screw conveyor therein, having its shaft extending beyond the end of the tube. A scouring disk is adapted to close the end of the tube and is mounted slidably on the extended end of the conveyor shaft. A spring is fixed on the extended end of the conveyor shaft and means are mounted on the conveyor tube and the shaft for varying the pressure of the spring on the disk.

Car-door Seal. No. 1,045,672. (See cut.) Otto C. Busse, Vincennes, Ind. A car seal, embodying a housing with an entrance passage, two spring tongues, one above the other and both projecting in a direction away from the opening to the passage, has a tongue intermediate the first mentioned tongues, which projects downwardly in the opposite direction therefrom. A strap is connected with the housing at one end and has an aperture at the opposite end for the reception of said tongues in succession, when the strap end is moved inwardly and outwardly, a plurality of times in the housing.

Grain Door. No. 1,045,249. (See cut.) Jacob S. Bender, Kansas City, Mo., assignor to David W. Rider, Kansas City, Mo. The grain door consists of an upper door section, adapted to partly close the doorway of a car or swing longitudinally to an open position against the inner side of the car. A curved track with a pin and slot connection with the upper section of the door has pivotally mounted arms, pivotally secured to the upper door section, one of the arms having a pin and slot connection with the upper door section, and a lower door section adapted to close against the upper door section.

Seed-Germination-Testing Device. No. 1,045,816. (See cut.) Harry G. Coy, Waterloo, Neb. The device comprises in combination with a support, a liquid container, having means for vertical adjustment with reference to the support, and is provided with an overflow aperture. An apertured receptacle is supported within the container to provide between its side wall and the side wall of the container an annular chamber with an apertured cover for the receptacle. The device also includes a seed platform and means to support it within the container in a horizontal plane between the cover and the over-flow aperture.

Bag Holder. No. 1,045,281. (See cut.) Peter M. Gunderson, Fullerton, N. D. The device is in combination with a support, a bag holding yoke on said support and a bridge bar spanning the opening between the prongs of the yoke and having its ends detachably seated thereon. The bridge bar is arranged to cover and clamp a folded portion of a bag on the prongs of the yoke, substantially as described.

Seed-Corn Stringer. No. 1,046,183. (See cut.) James L. Harper, Newton, Ia. The seed corn stringer comprises supporting bars, depending from a suitable support and pivotally connected with draft bars crossing and pivotally connected to the supporting bars. The draft bars are also pivotally connected, and a pedal is pivotally connected to the draft bars. Springs connect the supporting bars and draft bars having arms pivoted on the draft bars and extending across the supporting bars. Pins in the supporting bars support the inner end portions of the arms. Fingers on the arms are adapted to support a loop of corn or wire.

Grain Door. No. 1,045,313. (See cut.) Joseph Morris and Charles Brownlee, Kewatin, Ont. In combination with a door having an opening in its lower end, an angle iron carried thereby and projecting slightly beyond the lower edge thereof, is a relief door slidably and swingly mounted on said door and adapted to be engaged and held in operative position by the angle iron. Links are flexibly connected to the relief door, with means for guiding the links. Short crank shafts are journaled in the door, a yoke connected thereto and adapted to operate the same. Rods are flexibly connected at their opposite ends respectively, to a crank of each of said crank shafts and to the links.

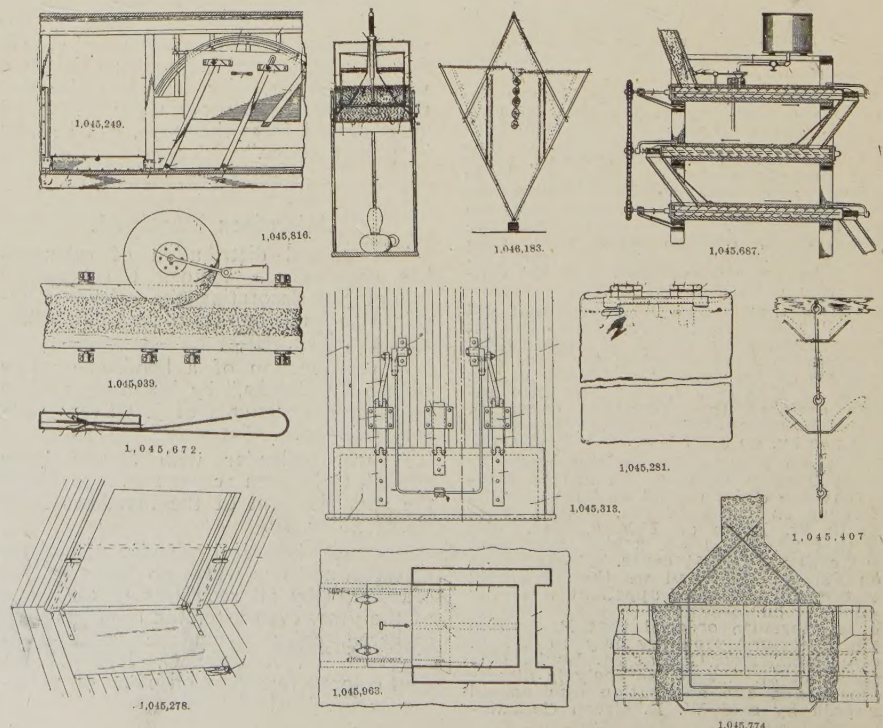
Concrete Construction. No. 1,045,774. (See cut.) John E. Conzelman, St. Louis, Mo., assignor to Unit Construction Co., St. Louis, Mo. In a concrete construction, in combination with a column, a single pair of beams having their inner ends seated thereon and in abutting engagement, the inner ends of the beams being formed with elongated registering slots, which conjointly form a long continuous concrete receiving chamber, closed on both of its opposite sides and ends. Reinforcing rods carried by each beam have their free ends spaced apart and located opposite to each other and projecting in the concrete receiving chamber, and a concrete filler in the chamber, which provides a long key that connects the beams.

Grain Door. No. 1,045,278. (See cut.) Wiley Gradick, Sr., Tyler, Tex., assignor of one-half to Woldert Grocery Co., Tyler, Tex. The door is in combination with a freight car, having a door opening, surrounded by a frame and a depression in the floor of the car, opposite the opening, there being a recess in the inner edge of each side bar of the frame extending from a point above the sill downward in the side bar and the sill. The recess opens thence inward thru the inner face of the sill and upward thru the floor. The grain door is of a size to fill the depression when standing horizontal and to overlap the side bars of the frame, when standing vertical. A pair of strap members are secured across the upper and outer face of the door and extended into hooks, whose bills are turned away from each other and adapted to removably engage said recesses, substantially as described.

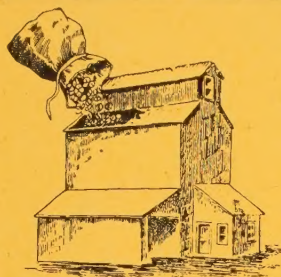
Self-Locking Grain Dump. No. 1,045,962. (See cut.) Louis E. Tanner, Anchor, Ill. The self-locking dumping apparatus is in combination with a floor or platform, having an opening therein. A pivoted dumping frame is mounted to tilt downward in the opening, under the weight of a vehicle and to return automatically to normal position when released. Keepers are situated on the platform on opposite sides of the dumping frame. A transverse locking bar is pivoted intermediate its ends for pivotal movement in a direction lengthwise of the dumping frame, into and out of engagement with the keepers. A trap door is manually operated, with connecting means between the door and the opposite arms of the locking bar for swinging the locking bar out of engagement with the keepers, when the door is opened, and swinging it into engagement with the keepers when the door is closed.

E. E. Perry, sec'y of the Indiana Millers Insurance Co., Indianapolis, Ind., was married Nov. 27 to Mrs. Harriet Crawford at the home of the bride's father, Laporte, Ind.

Kansas City, Mo.—John Cress, a mutual insurance man of some experience, has accepted a place with the Kansas City office of the Grain Dealers National Mutual Fire Ins. Co. and will travel the southwestern states in the interest of the company.



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McCotter & Sloan, S. W. Mgrs.
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These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

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GRAIN DEALERS JOURNAL

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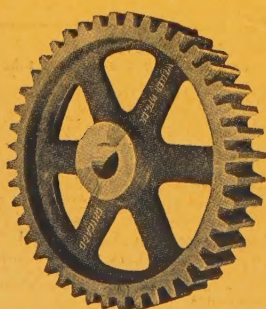


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